

THE

SHIP-YARD

OF THE

GRIFFON

BY

CYRUS KINGSBURY REMINGTON.

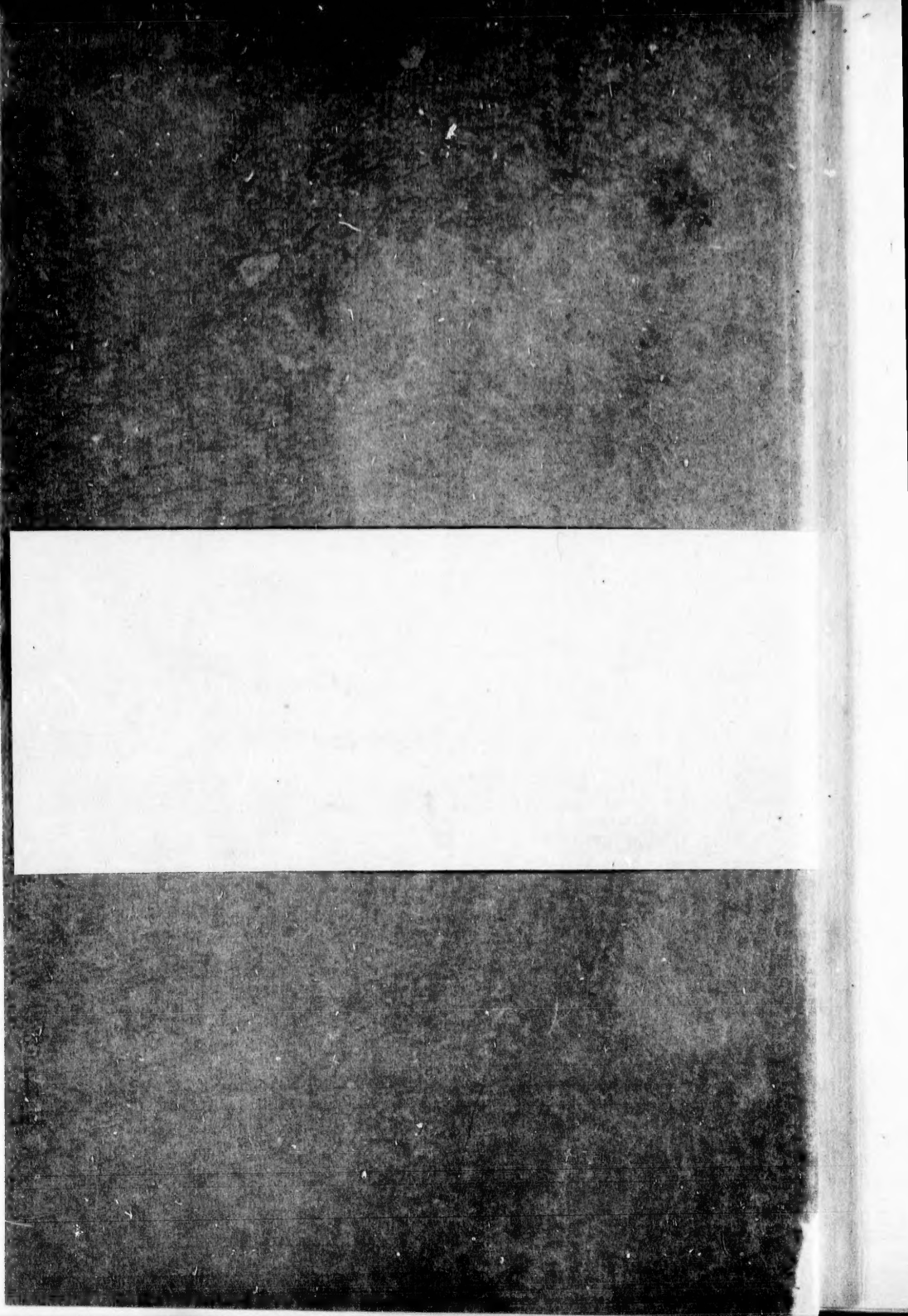
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Department of Agriculture
Archives Branch, Ottawa.

WITH COMPLIMENTS OF THE AUTHOR.

August 1896.





PORTRAIT OF RENÉ ROBERT CAVELIER, SIEUR
DE LA SALLE.

FROM AN EDITION OF 1688.

THE SHIP-YARD
OF THE
GRIFFON,

A BRIGANTINE BUILT BY RENE ROBERT CAVELIER, SIEUR DE

LA SALLE,

IN THE YEAR 1679, ABOVE THE FALLS OF NIAGARA.

THIS VESSEL SAILED FOR THE WESTERN LAKES IN AUGUST OF THE SAME
YEAR, AND WAS LOST ON ITS RETURN VOYAGE IN THE SEPTEMBER
EQUINOCTIAL FOLLOWING, BETWEEN WASHINGTON ISLAND
AND MACKINAW, ON LAKE MICHIGAN.

SOME DIFFERENCE OF OPINION HAVING ARISEN BY A LATE REFERENCE TO
THE PLACE WHERE THIS VESSEL WAS BUILT AND LAUNCHED, THIS IS
ISSUED IN REPLY. IT CONTAINS ALL STATEMENTS THAT HIS-
TORIANS AND OTHERS HAVE MADE (AS FAR AS KNOWN TO
THE COMPILER) REGARDING THE SUBJECT.

ILLUSTRATED BY VIEWS AND MAPS, ANCIENT AND MODERN.

TOGETHER WITH THE MOST COMPLETE BIBLIOGRAPHY OF HENNEPIN THAT
HAS EVER BEEN MADE IN ANY ONE LIST, AND CONTAINING SOME
EDITIONS NOT MENTIONED BY SABIN AND OTHER AUTHORITIES.

BY CYRUS KINGSBURY REMINGTON.

BUFFALO, N. Y., U. S. A.:

1891.

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Press of J. W. Clement, Buffalo, N. Y.

TO MY FRIEND

FRANK HAYWARD SEVERANCE,

EDITOR OF THE ILLUSTRATED BUFFALO EXPRESS,

A CO-WORKER IN HISTORICAL RESEARCH, ESPECIALLY OF THIS
PORTION OF OUR COUNTRY; AND TO WHOM THE WRITER
HAS OFTEN BEEN INDEBTED FOR ATTENTIONS, IS THIS STORY
OF THE BIRTH-PLACE OF LA SALLE'S VESSEL, THE "GRIFFON,"
INSCRIBED.

FEBRUARY 14th, 1891.

PREFACE.

In the *Illustrated Express* of this city, date of January 26, 1890, I had the privilege, in an article, of showing a location supposed by me to be the place where the vessel of La Salle, the "Griffon," was constructed in the year 1679, and by which agency he intended to explore the Western Lakes, and if possible to find an outlet by water to China and the Indies. Since its publication I have been in receipt of several communications regarding this and other supposed sites. There being such a diversity of opinion, I have determined to re-write the article, in part, adding all the knowledge regarding this subject that I have been able to obtain from any source and in full, in order now to definitely determine the site, as the march of improvement is rapidly nearing this particular spot, and in a few years the few historical places of this section will have been entirely obliterated. This explanation, with the title page, gives sufficient reason for the appearance of this book.

A word as to the Bibliography at the end, for to be exact, La Salle, separate from Hennepin, should not be included in the Bibliography of the latter: but in history the two persons are so closely allied that it seems natural and proper that the works treating of each, historical or legendary, should become as one. Upon this idea, they have been included in the list. As a matter of reference it is to be hoped that it may prove a help to the student of the history of those pioneers in the New France.

In making up this reference list, which is admitted to be still incomplete, the following have been consulted: Mr. Joseph Sabin's valuable Index;

Dr. John Gilmary Shea's list; Mr. William F. Poole's Index of Periodical Literature; Articles on Hennepin and La Salle, in Volume four of Mr. Justin Winsor's "Narrative and Critical History of America," together with other references as noted, confirming the same as far as possible, with those in my possession, such being marked in the list with a star.

The references to La Salle, in the "Narrative and Critical History," have not been quoted in full, as by so doing it would have extended the original limit of this work.

A handwritten signature in cursive script, reading "Cyrus K. Remington". The signature is written in dark ink and features elaborate, flowing loops and flourishes, particularly in the lower half of the name.



Louis Nannepin.

PORTRAIT OF THE FRONTICE IN EDITION OF 1702.

TO LA SALLE'S MEMORY.

A MONUMENT WHERE THE GRIFFON WAS BUILT.

A CHAPTER OF HISTORY WITH A LOCAL PURPOSE—AN ANCIENT ENGRAVING
CONTRASTED WITH A MODERN VIEW.

The student of the early history of that portion of this country which borders upon the St. Lawrence and western chain of lakes, finds no names more indelibly connected with it than those of René Robert Cavelier, Sieur de La Salle, his ally, Chevalier Henry de Tonty and Father Louis Hennepin, the missionary and spiritual adviser. At Fort Frontenac and vicinity, also during his exploration on the Mississippi until his assassination upon the Trinity River in March, 1687, he evinced that indomitable will which has ever been allied to success.

La Salle was born at Rouen, in 1643, and was of an old and respected family. His father was a well-to-do merchant, and occupied an honorable place in the gift of the state. "La Salle" was the title of the estate held by the family and was bestowed upon him, as was often done to members of families of standing, as a distinguished mark of esteem. Many persons have thus in after life been known by a different name from that received in baptism, and which they have made famous or infamous; in the case of Robert Cavelier, it was the former, for the name of La Salle will always in this portion of the new world be held in admiration.

As a youth La Salle evinced an aptitude for the higher branches of mathematics, and at an early age conceived a predilection for the priesthood and was for a period employed as a teacher. Although he respected the order with which he was connected, yet his youthful spirit would not brook the single line of duty as marked, without any thought on his part. Self-willed and ambitious, his nature was too intractable to bend implicitly to its stern decrees. His ambition was also above the daily routine duties of a merchant, or servitor at court.

The intense longing for adventure in those days of discovery and conquest was further fanned into flame when the fabulous tales of nature's abundance in the newly-discovered countries were recited by the returned adventurers. In addition, an elder brother was a priest in the New France; to him he came, not however without a settled purpose for future explorations, as he undoubtedly began to study the features of the country, habits of the Indians, and their different dialects.

The priests of Saint Sulpice, to which order his brother belonged, wishing to strengthen their line of defense against the predatory tribes of Indians, sold to actual settlers lands upon easy terms, and La Salle was offered a large tract near the rapids of La Chine, several miles distant from Montreal. Having his object still in view, notwithstanding his apparent indifference, he courted the visits of the Iroquois, and was told by them of the vast tract of country lying to the west, and which was traversed by an immense river, whose mouth could only be reached by journeys of many months. These stories were undoubtedly embellished by the narrators when they perceived the effect upon their listener, and they only served to fire his determination to immediate action. Dreaming of this western passage which might lead to China, and ambitious of proving it, he sold his possessions for enough to buy a few canoes and the necessary supplies, and hiring a dozen men to navigate them he started for the great region of the unknown West, in 1670. After his exploration had presented to him the absurdity of the theory of the great western

river, and had disclosed the fact of its having a southern tendency, he then thought to be able to find its outlet, build defenses at its mouth, and take possession of the territory in the name of France. But with all this, Canada, to his mind must still be the outlet of the great fur-bearing region, and to obtain this end some one of influence there must be identified with him in the project. This he found in the person of Count Frontenac, who had lately been appointed Governor of Canada (1673) and who at this time had his attention also turned towards the western region. Hearing of this, La Salle entered heartily into the project; entirely destitute of funds, but filled with the delights of having an ally so powerful, he at once joined with him.

The antipathy which the Iroquois possessed toward the French in consequence of the latter occupying their hunting and fishing territory, and the desire of the French to obtain control of the fur trade of the upper country of the Lakes, together with an attack upon them by the Indians, some time previous, had instigated Courcelle, the former governor, to petition the King for a fort upon Lake Ontario; but Frontenac, being a man of energy, started in to anticipate any tardy grant, and under the guise of making a tour of the country in that vicinity, he in June, 1673, left Montreal with a retinue, visited the place designed for the fort, held a grand reception for the natives, and when the engineers had quietly marked the ground, commenced to cut down trees, and before the astonished Indians had comprehended these maneuvers, palisades had been driven and quite a respectable structure of a fort had been erected of logs. The Governor told them that all these preparations were solely for their benefit, that this was a store-house where at all times they could buy their provisions, without the necessity of traveling hundreds of miles, as heretofore. Following the erection of this fort the opponents of Frontenac forwarded petitions to the King to have it demolished, and it was only after La Salle, in 1674, had gone to France in order to present the facts in the case to the King, that it was allowed to stand.

During his visit La Salle made such an impression that his petitions were granted: first, to reimburse the governor the cost of the fort, and also to maintain it at his charge with a sufficient garrison, also to form around it a colony of French, and support a Recollect friar in proportion to the population. These offers were accepted. The King also conferred upon La Salle the rank of noble, granted him the fort and lands surrounding the same, subject always to the jurisdiction of the governor of the province.

Thus we see him as a prosperous proprietor, and if he had been content to continue as such, throwing aside all further ambition as an explorer, he would thereafter have been known in history as a trader.

As soon as prosperity comes to a person then commences persecution, and La Salle was not an exception, for after numerous trials and petty artifices to entrap him and lure him to commit himself, so that occasion could be found against him, he was again, in 1677, obliged to visit France to maintain his rights. His mission on this occasion, as before, was entirely successful, as King Louis of France, on the 12th day of May, 1678, granted in addition a patent "to discover all the western part of New France, through which a way may be found into Mexico, under the same conditions as of Fort Frontenac in 1675." While in France he obtained considerable money to enable him to carry out these explorations. The Prince de Conti recommended Henry de Tonty, an Italian, as a valuable assistant in the work, together with La Motte de Lussiere, and upon La Salle's arrival at Fort Frontenac, he found Father Louis Hennepin at the fort as a Recollect friar, who had come to join him and ardently entered into his plans.

Previous to this date, the French, to have better control of the trade of the Lake Ontario, also to facilitate commerce, had built a brig of ten tons, and in order to carry out the plan of exploration upon the upper lakes, one of a larger capacity was designed to be built above the Falls of Niagara. La Salle, as has been mentioned, had the good fortune to have associated with him in this work a few kindred spirits, such as De Tonty, La Motte and Hennepin; though if we accept

the recent alleged discoveries by Margry, the luster of La Motte's and Hennepin's fame has been dimmed by the traitorous acts of the former, and of the latter as a plagiarist. There may be truth in these assertions, but the romance which for 200 years has been thrown around Hennepin's name, unchallenged, as historian of the "New Discovery of a Vast Country," also in exploring parts of the same that La Salle did not visit, has fully identified his name with it, and as long as the history of the Falls of Niagara and the building of the Griffon is told, will the name of Father Louis Hennepin remain identified with them.

The object of this paper is not to recount the whole history of the explorer La Salle, but to present for the consideration of the people of this day the obligations they are under to this man, who overcame the dangers incident to these discoveries; and also for the purpose of placing on record the exact spot where the keel of the first vessel was laid that navigated the blue waters of our own Lake Erie; and to excite among the rising generation a desire to perpetuate the memory of these explorers by erecting, by a popular subscription, a monument which shall mark the spot for all time.

One of the views accompanying this, show the site of the building of the Griffon, reproduced from an engraving made for the edition of Hennepin's narrative published in 1704 at Amsterdam:

The full title as follows:

II
VOYAGE
OU NOUVELLE DECOUVERTE
D'UN TRES-GRAND PAYS
DANS
L'AMERIQUE,
ENTRE LE NOUVEAU
MEXIQUE,
ET LA MER GLACIALE

PAR LE R. P. LOUIS HENNEPIN,

ET LE TOUTES LES PARTICULARITEZ DE CE PAÏS, & DE CELUI CONNU SOUS LE
NOM DE LA LOUISIANE. LES AVANTAGES QU'ON EN PEUT TIRER PAR
L'ETABLISSEMENT DES COLONIES. ENRICHIE DE CARTES
GEOGRAPHIQUES.

AGUMENTÉ DE QUELQUES FIGURES EN TAILLE DOUCE

AVEC UN

VOYAGE

QUELLE CONTIENT UNE RELATION EXACTE DE L'ORIGINE, MŒURS, COÛTUMES
RELIGION, GUERRES & VOYAGES DES

CARAIBES,

SAUVAGES DES ISLES ANTILLES DE L'AMERIQUE. FAITE PAR LE SIEUR DE LA
BORDE. TIRÉE DU CABINET DE MONS^R BLONDEL.

A. AMSTERDAM.

Chez ADRIAAN BRAAKMAN, Marchand Libraire près la Dam.

MDCCIV.



THE BUILDING OF THE GRIFFON, 1679.

Facsimile: reproduction of the original copperplate engraving first published in *Hempen's* *Nieuwe Donscheffe*, Amsterdam 1794.



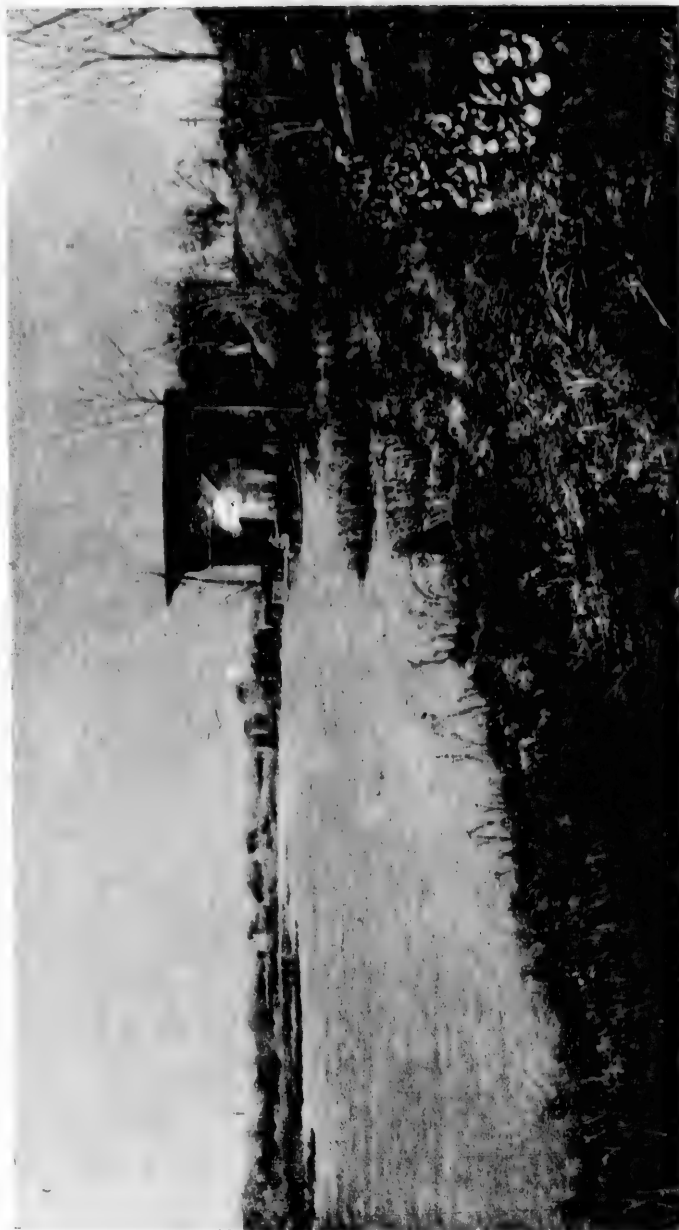
Photo E. W. C. M.

PRESENT APPEARANCE OF THE SITE WHERE THE GRIFFON WAS BUILT.

Looking south along narrow channel of Niagara River between Cayuga Island and the New York shore, a short distance south of the village of Sully. View taken December 30, 1889.

PRESENT APPEARANCE OF THE SITE WHERE THE GRIFFON WAS BUILT.

Looking south along narrow channel of Niagara River between Cayuga Island and the New York shore, a short distance south of the village of Salfie. View taken December 30, 1889.



VIEW LOOKING NORTH FROM THE SPOT WHERE THE GRIFFON WAS BUILT.

Looking north from the spot where the Griffon was built, a short distance south of the village of Salfie. View taken December 30, 1889.

This view was published only 25 years after the vessel had been built, and as it is the only view known, there is a probability of its being, in some particulars, correct.

In order to test the matter I made a personal examination of the place indicated by this view, and to my surprise found just such high and low ground at a point opposite Cayuga Island and on the east bank of the little Niagara, which forms the channel separating Cayuga Island from the main land: a photograph was made of the place. It is herewith presented.*

This locality is upon the Angevine farm bordering upon the Channel, south of the Cayuga Creek, and with at all times a suitable depth of water, in contradistinction to the Cayuga Creek proper, nearly a quarter of a mile to the north, and which has steep mud banks and a very shallow bed of water, and in many places partly covered with rushes and weeds.

It is a singular but pleasing fact for the historian of to-day to know, that notwithstanding the changes incident to occupancy by a population as progressive as ours, and upon so magnificent a river as the Niagara, that a spot so famous as this should have been spared until now, untouched by improvement. Such, however, is the fact.

The owner of the estate, Mr. Jackson Angevine has generously stated to me that it will be a pleasure for him to donate land sufficient for the erection of a testimonial commemorating the event. I am convinced that this is the true locality, and for which I hope to give good reasons for my drawing such a conclusion.

Before proceeding further with the subject, I wish to place before the reader the several opinions of historians and other prominent writers regarding the locality of this historic shipyard.

The first record is, of course, in Hennepin's "Description de la Louisiane," published at Paris, in 1683, pp. 41, 42 and 45, the text is as follows:

* The view was taken December 30, 1889, 210 years after the Griffon was built, and at that time there was not any snow upon the ground.

"Après qu'il eut donné ses ordres, & placé les ouvriers au Chantier qui estoit au dessus du grand Sault de Niagara, pour la structure d'une seconde Barque nostre Navire fut en peu de temps en estat d'estre jetté à l'eau, & l'ayant benit avec les ceremonies ordonnées par l'Eglise, on le mit à l'eau, quoy qu'il ne fut pas encore achevé, afin de le garantir du feu dont il estoit menacé. On le nomma le Griffon." Which translated, reads :

"After he (La Salle) has given his orders and transferred the workman to the ship-yard, which was above the great Fall of Niagara, in order to build a second Barque."

"Our vessel in a short time was in a condition ready for launching, we did away with the ordinary ceremonies that the church prescribes on such occasions; for the purpose of protecting it from the fire with which it had been threatened. Its name was the Griffon." Again :

In the *Nouvelle Decouverte*, pa. 94: "Le vingt deuxième nous nous rendimes à deux lieues au dessus du grand Saut de Niagara. On y dressa un Chantier pour la construction du Vaisseau, dont nous avions besoin pour nôtre Voiage. Nous ne pouvions bâtir dans un lieu plus commode, qu'aupres d'une Riviere, qui descendoit dans le Détroit, qui est entre le Lac Erié, & le grand Saut." Translated, is:

"On the 22nd (January, 1679,) we proceeded to a point two leagues above the great Falls of Niagara; there we put up stocks to build the vessel we needed for our voyage. We could not construct it in a more convenient place than near a river, which descended into the strait, which is between Lake Erie and the grand Fall."

The following is from the first English translation of 1698:

On the 22nd of the said month we went two leagues above the great Fall of Niagara, where we made a dock for building the ship we wanted for our voyage. This was the most convenient place we could pitch upon, being upon a river which falls into the strait between the Lake Erie and the great Fall of Niagara."

An account of Mons. De La Salle's last expedition and discoveries in North America by the Chevalier Tonty, London Edition of 1698.

"M. La Salle had given orders for building a new ship or great bark, and our men workt about it with all the diligence that the season of the year could permit; but the cold was so excessive, that not only rivers, but even those vast lakes were frozen all over, insomuch that they look'd like a plain pay'd with fine polish'd marble. . . . This new ship being near finished (Jan. 20), he sent me with five men to view the coast, and the country to the north side of the lake, above 120 leagues from Niagara. We embarked in our canoes, and having rowed two days, or rather swom, to use the stile of the Savages, arrived to the straight of the lake Herié."

M. Denonville, a French Governor of Canada, who in a proclamation dated the 31st day of July 1687, speaks of La Salle, having spent some time above the great Fall of Niagara, where he had a Bark built, which navigated Lakes Erie, Huron and Illinois, and of which the stocks, les chentiers, are still to be seen." Doc. His. N. Y. Vol. 1. pa. 243.

History of New York by William Smith 1732, pa. 80. Ed. of 1814. Speaking of La Salle, says:

"This enterprising person the same year, 1678, launched a bark of ten tons into the lake Ontario, and another of 60 tons, the year after, into Lake Erie; about which time he enclosed with palisadoes, a little spot at Niagara."

Henry R. Schoolcraft, an authority upon *Indian traditions*, in his work entitled "Tour of the Lakes, etc.," to the sources of the Mississippi, in 1820, Ed. of 1821, Albany, N. Y. pa. 33, in speaking of Buffalo, says:

"The first vessel which navigated Lake Erie, was built in this vicinity, by La Salle, in 1679; being a vessel of sixty tons burden. A part of the tribe of the Seneca Indians are located in this vicinity," he showing that he meant by vicinity, Buffalo.

In his history of "The Iroquois," Ed. of 1847, pa. 289, he further says:

"The enterprise of La Salle, in constructing a vessel above the Falls of Niagara, in 1679, to facilitate his voyage to the Illinois and the Mississippi, is well known, but while the fact of his having thus been the pioneer of naval architecture on the upper lakes, is familiar to historical readers, the particular *place* of its construction, has been a matter of various opinions. . . . These versions result in a measure from the vague and jarring accounts of the narrators, whose works had been constructed in some instances from abridged or mutilated translations, and not from doubt or ambiguity in the missionary letters," pa. 291. The vessel according to him was built "two leagues above the Falls," "on the South banks." From every examination, there can be no doubt, that the spot selected was Cayuga Creek,* that is about three miles above Fort Schlosser."

The Hon. Lewis Cass, ex-Governor of Michigan, in a paper read at the first meeting of the Historical Society of that State, Sept. 13th, 1829, states that:

"The full completion of this discovery was reserved for La Salle. He was a man of genius and cultivated talents. Firm in his resolutions, persevering in his efforts, full of resource, he seemed destined to enlarge the geographical knowledge and to extend the dominion of his countrymen. He built the first vessel that ever navigated these lakes. She was launched at Erie, and called the Griffin."

Erie, Pa., or Presqu'île, was not known at the time of La Salle's visitation, and not until 1763 was a post of defense erected at this place by the French. At this later date they may have built some Batteaux for their use, but certainly not earlier. How such an intelligent man as Gen. Cass, who was intimately acquainted with the country and its history, could have made such a statement, exceeds belief.

The historian, Hon. George Bancroft, in his "History of the United States," first Ed. Vol. 3, pa. 162, says: "that it (the Griffin) was built at the mouth of the Tonewande Creek." Later in the Ed. of 1852, Vol. 2, pa. 163, says:

* This is the *first* mention of *Cayuga Creek* as being the site, that I have anywhere

"Near the mouth of the Cayuga Creek the work of ship-building began." Subsequent editions of his have the same correction.

Jared Sparks, in his "Life of Robert Cavelier de La Salle," series of American Biography, Boston 1844, pa. 21, says:

"His present aim was to push forward with all speed to the west, and he lost no time in making preparations for his voyage.

The place for a dock-yard was selected about two leagues above the Falls, at the outlet of a creek on the Western* side of Niagara River. Here the keel of a vessel was laid six days after his arrival, and drove the first bolt with his own hand."

Richard Hildreth, in his "History of the United States," Vol. 2, pa. 96, says:

"Before winter, he (La Salle) ascended Lake Ontario, entered the Niagara, and, passing round the Falls, selected a spot at the foot of Lake Erie, not far from the present site of Buffalo, where he commenced building the Griffin, a bark of sixty tons. . . . Sixty sailors, boatmen, hunters and soldiers made up the company."

"American Pioneers and Patriots."

The Adventures of the Chevalier de La Salle, &c., by John S. C. Abbott, 1875, pp. 97 and 98, it reads:

"On the 20th of January, 1679, La Salle, with his long train of heavily-laden men in single file, reached his large log-cabin and ship-yard in the midst of a dense forest on the shore of Lake Erie. They brought upon their backs provisions, merchandise, ammunition, and materials for rigging the vessel. The dock-yard—it could hardly be called a fort—was about six miles above Niagara Falls, on the Western† side of the river at the outlet of a little stream called Chippewa Creek."

The late Mr. Orsamus H. Marshall, a life-long resident of this city, and a painstaking historian, in a paper read before the Historical Society of this city, February 3, 1863, gives an account of the "Griffon," in which article he says:

* That means the *Canadian* side.

† Thus following Sparks' statement.

"Historians have widely differed, not only as to the one (site) finally selected, but also as to the precise point where the keel of the historic bark was laid." Then speaking of the "Highrock," and "Three Mountains," he continues: "Two leagues above the Falls, we find the Cayuga Creek, a stream which answers perfectly Hennepin's description. Opposite its mouth, an island of the same name lies parallel with the shore, about a mile long, and two or three hundred yards wide. It is separated from the main land by a narrow branch of the river, called by the early inhabitants 'Little Niagara,' wide and deep enough to float a vessel of the tonnage of the 'Griffon.' Into this channel and opposite the middle of the island, the Cayuga Creek empties. On the main shore just above the mouth of the creek, and under shelter of the island, is a favorable site for a ship-yard. So eligible is the position, that it was selected by the United States Government, in the early part of the present century, as a suitable point for building one or more vessels for the transportation of troops and supplies to the Western ports. For that reason it was known in early times as the 'Old Ship-yard;' and local traditions have been preserved in the memory of the early pioneers of its anterior occupancy, for the same purpose, by the French," and in a paper read before the same Society, February 27th, 1865, entitled the "Niagara Frontier," pa. 415, of the printed volume, he adds: "The same site was selected by the United States Government about the year 1804, for the construction of a small sloop of fifty tons burden, called the 'Niagara,' which was used for conveying supplies to the Western ports."

Mr. Francis Parkman, Jr., a historian of great research, especially as regarding the early French history of the West, in his "Life of Pontiac," 1st Ed. Boston 1851, pa. 52, in speaking of this enterprise of La Salle's, says:

"Two leagues above the cataract on the Western* bank of the river, he built the first vessel which ever explored the waters of the upper lakes. Her name was the Griffin, and her burden was sixty tons."

* Given Sparks' statement.

In the 6th Ed., Vol. 1, pa. 58, he accepts Cayuga Creek as the supposed site and in his very interesting work on "La Salle and the Discovery of the Great West," Ed. of 1879 (Eleventh Ed.) pa. 132, says:

"That it is a question of debate which side of the Niagara the first vessel on the Upper Lakes was built. A close study of Hennepin and a careful [personal?] examination of the locality, have convinced me that the spot was that indicated above [namely, Cayuga Creek]. Hennepin says she was built at the mouth of a stream (riviere) entering the Niagara two leagues above the Falls. Excepting one or two small brooks there is no stream on the west side but Chippewa Creek, which Hennepin had visited and correctly placed at about a league from the Cataract. His distances on the Niagara are usually correct. On the east side there is a stream which perfectly answers the conditions. This is Cayuga Creek, two leagues above the Falls. Immediately in front of it is an island about a mile long, separated from the shore by a narrow and deep arm of the Niagara, into which the Cayuga Creek discharges itself. The place is so obviously suited to building and launching a vessel that in the early part of this century the government of the United States chose it for the construction of a schooner to carry supplies to the garrisons of the upper lakes. In examining this and other localities on the Niagara, I have been greatly aided by my friend O. H. Marshall, of Buffalo, who is unrivalled in his knowledge of the history and traditions of the Niagara Frontier."

John Gilmary Shea, LL. D., a painstaking historian of our country, especially of that relating to La Salle and other French discoverers, remarks:

"The site of the stocks where the 'Griffon' was built was fixed at various points by Bancroft, Sparks, Cass, Schoolcraft and others. O. H. Marshall, examining the matter by the light of documents and topography, decided it to have been at the mouth of Cayuga Creek, on the American side."

In a work entitled, "A Popular History of the United States," &c., by William Cullen Bryant and Sydney Howard

Gay, 4 vols., published by Charles Scribner's Sons, N. Y., 1878, Vol. 2, at page 510, it reads:

. . . "Arriving at the head of Lake Ontario he (La Salle) made the portage by Niagara Falls to Lake Erie, and at Fort Frontenac [*sic*] he began to build a ship of forty-five tons, which he called the Griffon."

Capt. James Van Cleve, who died two or three years since, was born in New Jersey in 1808. He came to Lewiston, N. Y., in 1824, and for a number of years was commander of a vessel on Lake Ontario, and later was general agent of the Ontario and St. Lawrence line of steamers. A few years before he died he compiled a valuable and unique volume of drawings with manuscript notes of historical interest and relating chiefly to Lakes Erie and Ontario and the immediate country, presenting the same to the Historical Society of this city, where it now is and can be profitably consulted by lovers of local history. In this book he makes a drawing of the Little Niagara and surroundings, locating the site of the "Griffon's" dock on the Angevine farm. In giving his reasons for so doing, among other arguments he advances in supporting his opinions, says:

"Mrs. Eli Reynolds now (1876) residing at Niagara Falls, aged 83 years, remarkably smart and intelligent, says her father settled with his family at Schlosser in 1808, and at Cayuga Creek in 1810; was well acquainted with an old ship-carpenter named Smith who had some time before located his place for work upon the ground upon which vessels had been built many years before; that old blocks, chips, and rusted remains of small articles of iron were found under the surface of the ground, and that tradition among the Indians was that the 'Big Canoe' ("Griffon") was built there by the French.

"The location of the old ship-yard is about half a mile below the head of Cayuga Island, on the bank of the small channel separating the island from the main land, and about the same distance above the mouth of Cayuga Creek.

"The old ship-yard was a more favorable spot for building and launching the vessel than that directly at the mouth of the Creek, where the land was low and marshy.

"The ship-yard was upon land now known as the Angevine farm; descendants of that family are now (1876) living upon that land.

"La Salle and his company arrived at the foot of the 'Three Mountains' at Lewiston, December 7, 1678, and at the time when ice begins to make and obstruct navigation; therefore it is quite improbable he would have established dépôts for his supplies and ship-stores at the cabins or stockade where Fort Niagara now stands, and at the foot of the 'Three Mountains' at Lewiston on the east side of the river for building the bark 'Griffon,' and then select the place for building her at or near Chippewa Creek, above the Falls on the west side during the winter when the river is obstructed by running ice. La Salle, being a scientific and practical man, he was without any doubt governed by this natural law of the river, and built the 'Griffon' on the east or same side his dépôt of supplies were upon. Therefore selected the vicinity of Cayuga Creek, six miles above the Falls as the safest place for building his vessel and convenient to his supplies at Lewiston.

"It is altogether probable, however, that when the French built Batteaux and canoes during many years after in that locality they would continue to do so on the same ground selected by La Salle for building the 'Griffon,' it being most convenient to the head of navigation below the 'Three Mountains,' from which point all supplies had to be carried over the carrying place to Cayuga Creek on the backs of his men.

"Joshua Fairbanks, one of the earliest settlers of Lewiston, N. Y., came to Queenstown 1793 from Massachusetts, and was well acquainted with several old French officers who did not return to France after the conquest of Canada by the English in 1759. Some of these were old men at the time that Mr. Fairbanks came, and they told him that the bark 'Griffon' was built at Cayuga Creek, six miles above the Falls, and that small spike and other articles of iron were frequently found there when they first came to Forts Niagara and Schlosser with the French troops. Mr. Fairbanks frequently told me (Mr. Van Cleve, who was a son-in-law) that when

he first came to Queenstown the old tramway piers up the 'Three Mountains' were mostly in perfect order, having been used more or less by the French and English 100 years, 1679-1780. The testimony of these old officers should be quite conclusive as to where the 'Griffon' was built, as they were young lieutenants, probably 25 years old, when they came to Canada with French troops. As one of them died at Queenstown in 1794, at the age of 90, they probably came to Fort Niagara about 1730. That would leave but fifty years between the building of the 'Griffon' and the date of their coming. Fifty years in the absence of any improvements would not obliterate all trace of the ship-yard."

The following communications were either copied from the daily press or received by me, as they will show:

Buffalo Courier, Wednesday, January 29, 1890.

LA SALLE'S VESSEL.

To the Editor of the Courier: Regarding the project of erecting a monument at this place commemorating the building of the Griffin, by the Cavalier de La Salle in 1679, as described and illustrated in the last Sunday's *Express*, the idea is a good one, and the site chosen is good enough to show the monument off to advantage, and probably near enough to the "true locality" for all practical purposes.

But Mr. Remington seems to have been misled in arriving at his conclusions as to the "true locality" of the building and launch of the Griffin.

On the north or lower bank of the Cayuga Creek, not far from its mouth, is, or was (for it has been built over) an easy sandy slope of about one foot rise in ten, back from the water's edge, with a depth of about twelve feet of water opposite, and from there and for some distance above to the outlet of the creek. The fact of such a locality seems to have escaped the knowledge of Mr. Remington, as his claims to having found the "true locality" are partly founded on the belief that there was no eligible site for the purpose on Cayuga Creek, or as he puts it, "which (creek) has steep mud banks and a very shallow bed of water."

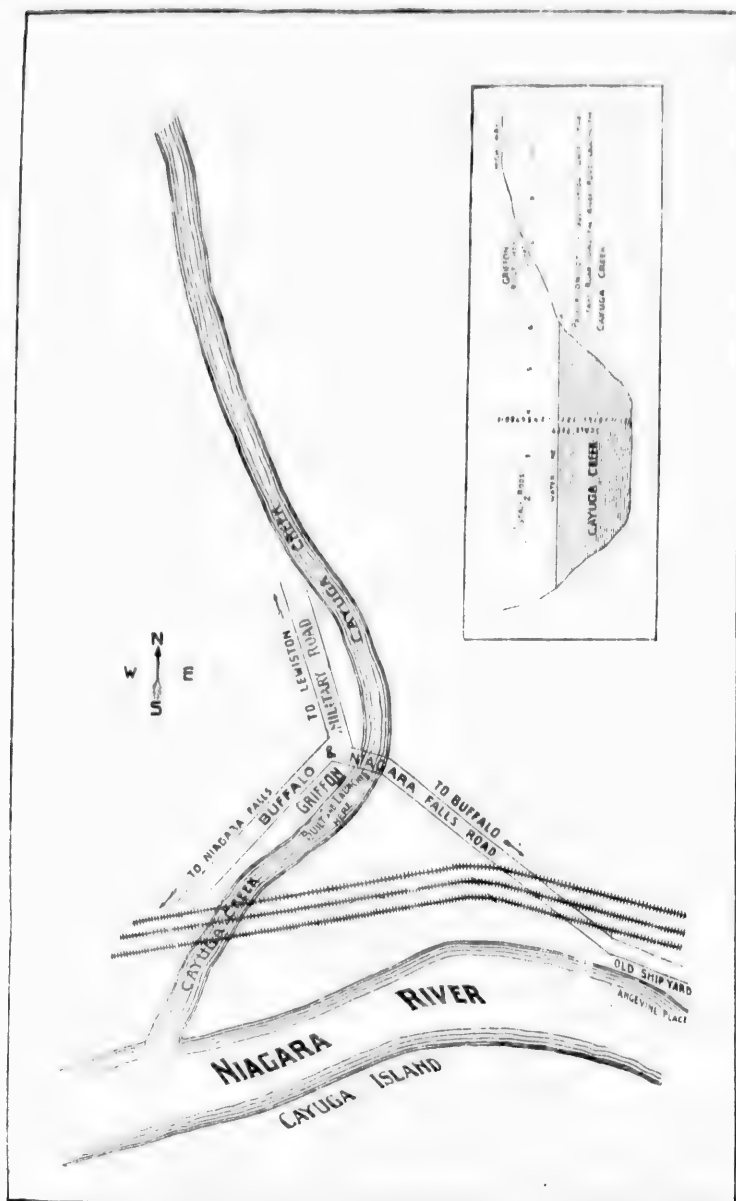
Having thus disposed of Cayuga Creek, his further conclusions seem to rest on the fact of a man now sixty years old having seen the remains of some old launch-ways on his place half a mile up the river from the mouth of Cayuga Creek when a boy, and who had been told that the chips were visible a few years previous. That was only about fifty years ago, or about 160 years after the Griffin was built that the skids were still to be seen, and about 140 years old for the chips. They must have been relics of more lasting timber than has been found here in recent years; perhaps of some of the palm trees pictured in the illustration of Father Hennepin's drawing, in which he traces such a striking resemblance to his chosen "true locality."

Mr. Angevine's wood is above par, but it is altogether probable that the launch-ways and chips he describes are of much later origin than 1679, and most likely the remains of the building of a schooner in this locality by the United States Government in the early part of the present century, to carry supplies to the garrisons on the upper lakes. Even those would have been pretty old skids, as such things last, lying out on the ground in this climate, when Mr. Angevine came on deck, and all traces of chips must have then disappeared.

The best authorities agree that the Griffin was built "at the mouth of Cayuga Creek." Admitting that the Angevine place is near enough to be a possible site, the probabilities are that La Salle, on coming to Cayuga Creek, at or near its mouth, found either the spot he was looking for, or the first obstacle in his way since toiling up the rugged heights above Lewiston, and very likely both.

He evidently stopped when he came to the creek, or he would not have said so, perhaps never mentioned it.

It may have been frozen over so as to be no impediment, except in getting over its "steep mud banks," being late in January, or it may not have been. He never forded its "very shallow bed of water," anyway.



MAP DRAWN BY H. S. TOMPKINS,
To show place where he thinks the "Grifon" was built.

He did not have to cross either on the ice, or, like the children of Israel, through the Red Sea, to find a location fully as good and even better for their purposes than any further on.

Here was a navigable stream flowing into Niagara River. They approached it on the north side. Such a spot as they were looking for lay at their feet. Why carry their burdens further, even though there were no "steep mud banks" in the way, and the ice was good? They were heavily laden, for, besides their other equipments, were things to be used in the construction of the Griffin as well as its armament, and we are told that five cannon looked out of the sides of the Griffin after she was launched.

Had they come down the river instead of up, they might possibly have stopped at Angevine's place in preference to crossing the creek. They certainly would, if Jackson had been there to entertain them. J. Angevine never turned anyone away unless they were trying to impose on him, but he was not "at home" those days, and they were on the other side of the creek. Their hosts were the two friendly Mohicans. They entertained as well on one side of the creek as the other.

Mr. Remington had every good reason to cross and the facilities for getting over. La Salle had neither. Tonti's energy would not have urged him further, and Hennepin had carried his altar strapped upon his back full far enough. There was no necessity for further procedure.

"They came *at last* to the mouth of a stream which entered the Niagara River two leagues above the cataract."*

There Father Hennepin set up his altar—or rather down and there was laid the first keel that ever plowed Lake Erie, and all the Griffin ever saw of Mr. Remington's "true locality" was when she looked out with her five cannon as she was towed by it the following spring.

The oldest traditions known here, coming from people familiar with this locality from the beginning of this century, and with its history previous to that, locate the place where

*So says Parkman in Ed. of La Salle, 1879

the Griffin was built on the north or lower side of the Cayuga Creek, just above the railroad crossing and not far from its mouth.

H. S. TOMPKINS.

La Salle, January 27.

I then addressed Mr. Tompkins as follows:

"Some time since I read an article from your pen, in the *Courier* of this city, criticising my article in the *Express* regarding the site of the Griffin's ship-yard.

"Will you have the kindness to sketch for me the place where you think the vessel was built, as I wish to have all information possible, at this late date, regarding the true site."

April the 21st, Mr. Tompkins sent me the following map of the place that he supposed to be the correct one.* It is located just south of the iron bridge that crosses Cayuga Creek, on the road to Lewiston. The place has been filled in, and upon it buildings erected, so that the former contour of the ground is not seen now. This spot is also about a quarter of a mile north from the Little Niagara, and on the west bank of Cayuga Creek.

From The Express of March 9th, 1890:

WHERE THE GRIFFIN WAS BUILT.

Editor Buffalo Express: I have read with interest the recent articles in the Buffalo press relative to the exact point where La Salle built the Griffin. As a native of Niagara County, having been born not far from Cayuga Creek in 1816, and reared on a farm, roamed as a farmer's boy far and wide over that country, up to 1837, I took some note of the make of the land; was well acquainted with the neighborhood of Cayuga Creek, where it empties into a branch of Niagara River, which flows around Cayuga Island, and I distinctly remember the Old River Road where it crossed the Old Military Road at Cayuga-Creek bridge. Travelers on their way from Lake Ontario up Niagara River also had to cross Gill Creek nearer the Falls. In Father Hennepin's account of the arrival of

* Map on page 32.

La Salle from Quebec, in the year 1678, coming up the river a part of his company came to the foot of the rapids at Lewiston. Here he established a trading post upon the present site of Fort Niagara. Some thirty miles farther up the river, and six or seven miles above the Falls, at the mouth of Cayuga Creek, "the work of ship-building was immediately commenced." "The keel of a small vessel of sixty tons burthen was laid at the *mouth of Cayuga Creek*." Here, on the west bank, not far from the entrance of the Cayuga into the "Little River" which surrounds Cayuga Island, is ground admirably adapted to the launching of a "small vessel," with sufficient depth of water in the creek to float her thence to the river, and there appears to have been no object for crossing the creek to seek a better place farther up.

When it is remembered that before the Revolutionary War of 1775 no wagon-road had been opened from Tonawanda Creek to Niagara Falls along the river, it seems quite plausible that La Salle, with his exploring company, looking for a good place to launch a small vessel of sixty tons burden, should choose his ship-yard on the first good safe ground to be met with on the route, which certainly was met before *crossing Cayuga Creek*.

If the public eye is to be attracted to this place by a monumental sign, why not place that sign as near the locality where the Griffin was built as existing facts will indicate?

What though an old ship-yard existed farther up where "skids" etc., were to be seen later (probably a heavier craft built there by the present Government), no historic fact ought to be perverted thereby. The oldest inhabitants well remember that sixty years ago, on the north (or west) bank of Cayuga Creek, near its mouth, only undergrowth timber, principally ash, chestnut, etc., existed; indicating that along that bank of the creek the large timber had been removed long ago, while the dry, sloping bank answers all objections that might be raised to that locality as the place where La Salle actually built and launched the Griffin.

T. WITMER.

Williamsville, March 3d.

In noting this article I wrote Mr. Witmer as follows:

DEAR SIR—Your communication to the *Express*, published in its issue of March 9th regarding the question of site where the "Griffon" was built has been read by me. Will you have the kindness to make a drawing of the spot you mention and the surroundings, as nearly as you may remember when you knew it, together with such memoranda as you choose to add to that already published in your article, sending the same to me, and greatly oblige.

March 17, 1890.

Under date of March 22, at Williamsville, N. Y., he replied as follows:

"Yours of late date came to hand during my absence from home. Since my return I have recurred to the matter from personal recollection only, but will ask a little time till I visit my older brother, who resides in the locality, as well as others interested in the matter. I send you a rough sketch of surveys made in that locality for other purposes.

"When we read Hennepin, with the natural facts to guide us, our conclusion is that the vessel was built on the westerly bank of Cayuga Creek, that being the first and most convenient bank arrived at on his trip in search of a good place for the purpose of 'building and launching a small vessel.'"

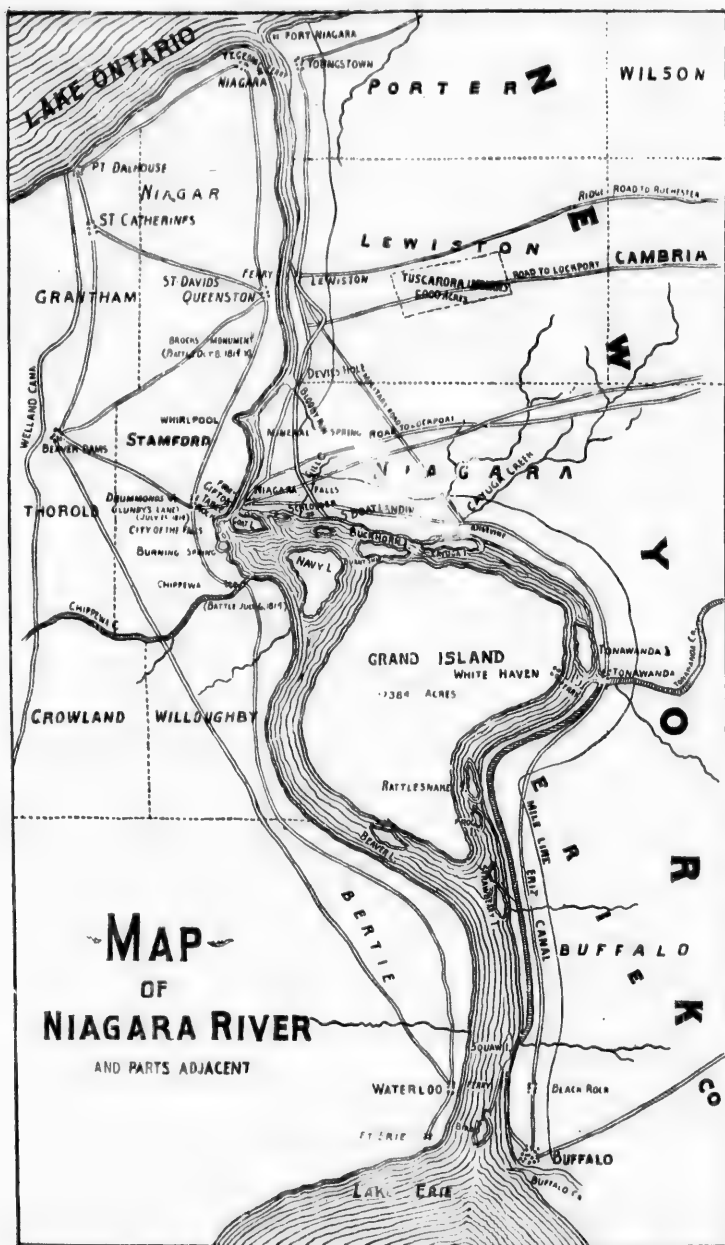
Later I received this:

"In my last I forgot to indicate the *Magnetic Meridian*. Cayuga Creek enters the Little River *from the North*, by a southeasterly course, Niagara River having here a due westerly course."

This from a friend residing in Canada:

"You have been kind enough to send me the *Sunday Express* of January 26, containing an article on the monument which it is proposed to erect to the memory of La Salle at the village of La Salle.

"I have examined the cut representing a facsimile of the original engraving in Hennepin's work showing the building of the 'Griffon' with much interest, and I cannot help regarding it as the strongest argument which I have yet seen in favor of the Chippewa Creek being the real site where the



MAP SHOWING THE CHIPPEWA CREEK ON THE CANADIAN SIDE OF THE NIAGARA, AND THE CAYUGA CREEK, THE LITTLE NIAGARA, ALSO THE LOCATION OF THE ANGEVINE FARM.

vessel was constructed. The sunlight and shadows cast upon and by the figures, trees, boat and hills, together with the height of the latter would suit the south side of the Niagara River only.

"What is your own opinion of the cut?"

Regarding this expression from my Canadian friend I reply that the point is not well taken as regards the light and shadows. If reference is made to the map of the Niagara in this volume,* which embraces the two creeks in question, namely the Cayuga and the Chippewa, it will be perceived that both have the same direction: The Chippewa flowing northeasterly into the Niagara; the Cayuga flowing south with an inclination to the west, into the Little Niagara, the so-called channel. The shadows at either place on the south or east bank, and also at the Angevine farm, would be precisely the same angle. The point raised does not prove anything, and further the fact is sufficiently established that the Griffon was built on this, the east side of the Niagara.

Having exhausted the records of history and opinions of others regarding the site of the dock, we now proceed to give what we think sufficient reason to admit that the present Angevine farm, or "Old Ship-yard," on the Little Niagara is the place that was selected by La Salle in 1678.

The account by Hennepin is meagre. La Salle transfers his workmen to the ship-yard which was above the Great Fall of Niagara, and "which could not be in a more convenient place than near a river that descended into the straight, (meaning the Niagara, which is the only straight connecting Lakes Erie and Ontario,) which is between Lake Erie and the Great Fall."

The first English translation of Hennepin in 1698, (twenty years after the building) reads: "being upon a River which falls into," etc.

In the translation of 1698, of Chevelier Henry De Tonty's account, he says: "but the cold was so excessive, that not only rivers, but even those vast lakes were frozen all over,"

* On page 38.



VIEWS SHOWING THE LOW LANDS AT MOUTH OF CAYUGA CREEK, LOOKING SOUTH.

etc. If this was so, the Cayuga Creek certainly would be no better for vessel building than the land, and we may reasonably suppose that the Little Niagara, or channel, would be preferable, as being more apt to feel the effects of a loosening of the ice, if at all obstructed.

We pass over the records of Messrs. Smith, Schoolcraft, Cass, Bancroft, Sparks, Hildreth, Abbott, Bryant, and others as not of authority, some of whom correct their first statements in subsequent editions of their works, as Mr. Francis Parkman in his earlier edition committed the same error, but later takes his cue from Mr. Marshall. Dr. Shea also takes Mr. Marshall's statement.

Mr. William Pool, editor of the "Courier," at the village of Niagara Falls, N. Y., a life-long resident of that place and of Lewiston, informs me "that the Angevine farm is the only spot that has maintained with any degree of historic authority, as being the place where La Salle built his vessel, the 'Griffon,' in 1679."

Messrs. Tompkins and Witmer are apparently slightly biased on this question. Mr. Tompkins speaks of the shipyard as not being near the mouth of the Creek, but insists that it was upon the Creek, full a quarter of a mile from its mouth. The question arises why did La Salle go up the Creek that far, in a hostile country, cold and ice bound, as Tonty says it was, when by its mouth even, or *near* it, he would be more protected in every respect? If he could go up the creek thus far, why not the same distance up the straight on the Little Niagara?

Mr. Witmer thinks it was directly at the *mouth* of the creek, which could not possibly be, as at that place and along the banks, down the channel, is low marshy ground, apparently in the same condition to-day as it was two hundred years ago,* and could not have been made suitable without great labor.

Therefore, we may with all fairness narrow the question of site to the testimony of Hennepin, Mr. Marshall, Captain Van

* See page 40 for view.

Cleve, Mrs. Reynolds, Mr. Fairbanks and Mr. Pool, as being the most authentic and natural.

Hennepin, Marshall and others use the word *near*, they do not say *at*, but *near*.

Webster defines the word *near*, as "not far distant," "not remote," "nigh," etc., meaning that it was in the neighborhood, which I think is the construction placed upon it by those parties. For if we examine the locality at and above the creek upon the channel, one can but be convinced that the Angevine place or "Old Ship-yard," is the first suitable spot arrived at for the purpose of ship or vessel building. Mr. Marshall distinctly says that it is the same place which our government used to build a vessel in 1804, and lastly, the view of the building of the Griffon, published in 1704,* and that one taken in 1889,† are representations of precisely the same spot. There is no other place in the vicinity, either upon the creek or channel resembling it.

The writer has been at some labor to thus arrange authorities on this question, and has given in detail all facts that have come under his notice, making the subject as broad as possible in order to set at rest (if the egotistical expression may be allowed) for all time the location of the Griffon's birthplace.

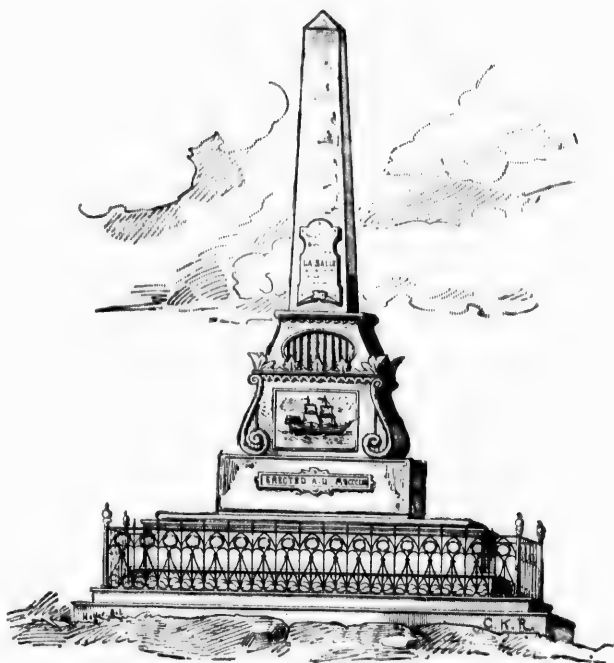
* Page 16.

† Page 18.



THE GRIFFON ENTERING LAKE ERIE.

From Dwyer's History of Buffalo. About 1822. From a Lithograph by Mooney & Buell.



A DESIGN BY OSCAR HELLER, ESQ., FOR A MONUMENT
TO MARK THE SPOT WHERE THE GRIFFON
WAS BUILT.

ADDENDA.

On the 26th day of June, 1891, a party of observation, which was to consist of Messrs. Peter A. Porter and Th. V. Welch of Niagara Falls, Louis J. Allen, Chief Engineer U. S. N., Wm. Fleming, of Buffalo, and the writer, proceeded, with the exception of Messrs. Welch and Allen, who were unavoidably detained, to Lewiston, for the purpose of critically examining the route by which La Salle had, in 1678, carried up the "Three Mountains" his supplies; also to ascertain the locality of the tramway by which the goods of the early French traders were hoisted to their summit. No vestige of the latter remains, nor could its exact location be determined. After due examination, and taking all conditions into consideration, the writer came to the conclusion that the present path up the Mountain is either the original one, or so nearly so, to be almost identical with that traversed by La Salle and his men when carrying their anchors, guns and other material for the completion of the "Griffon" above the Falls of Niagara, for the reason that on either side of this path there is not the natural incline with which to make as an easy ascent. Besides being in some places very abrupt or abounding with debris, swampy land, etc. The present path also terminates at top, within 100 feet of the edge of the precipice on the river side, and being between it and the remains of Fort Gray, erected during the war of 1812.

The route taken by the party of June 26th, commenced at a ravine where it is said La Salle built some cabins, this being the plateau of the *first* mountain, thence by a path up to the plateau of the *second* mountain; thence by a steeper and more

difficult path to the top of the *third* mountain, which ends at the level of the Lewiston escarpment, thence is a level road to the Falls.

Upon our arrival at Fort Gray, we beheld the Lake Ontario in the distance; upon our right, the fertile plain in which rests the quiet village of Lewiston; on the left, the heights opposite, then the declivity, terminating at the village of Niagara-on-the-Lake, with Fort Niagara opposite. Between these lofty hills and wooded shores the mighty Niagara glides along very peacefully, after having, for a distance of seven miles, reveled in turbulence unequalled, almost, by other water upon the globe. At our left, under the dilapidated Suspension Bridge, is the remnant of that "Rock of a prodigious height, lying by the rapid Currents we have already mentioned," but which is now almost hidden by the fallen rocks and earth of the hills. Here at our feet lay the way up which Father Gabriel, who, "tho' of Sixty-five Years of Age, bore with great Vigor the Fatigue of that Voyage, and went thrice up and down those three Mountains, which are pretty high and steep." "Our men," continues Hennepin, "had a great deal of trouble, for our Anchors were so big, that four Men had much ado to carry one, but the Brandy we gave them was such an Encouragement, that they surmounted cheerfully all the Difficulties of that Journey, and so we got on board our Ship all our Provisions, Ammunition and Commodities."

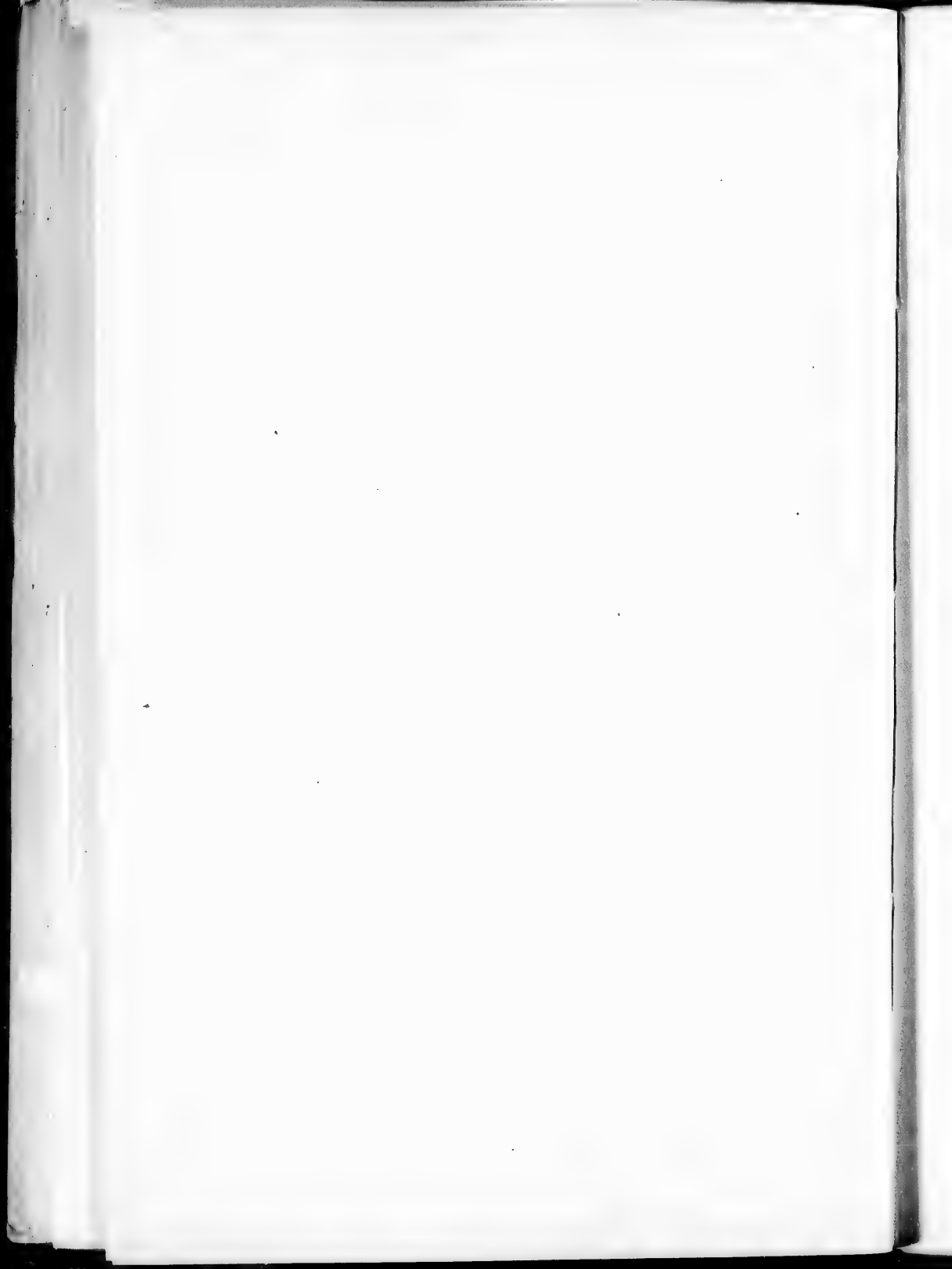
Thus as we stood upon this height, we saw in retrospect these pioneers entering the river on that St. Nicholas day of 1678, chanting Te Deum, and some days later taking refuge under the protection of that "High Rock," looking across the angry water filled with floating ice, to the great "Three Mountains," which they afterwards surmounted after undergoing numerous hardships, as related by Father Hennepin, and now after 200 St. Nicholas' days have come and gone, the same scenes that met their view is beheld by ours, with scarcely any change of the beautiful prospect which unfolded itself to their sight. After our arriving at the height, and in commemoration of their faith and patience, their unfaltering trust that the future would be all they desired, we drank to

their memory, standing and in silence. No prospect can better repay those interested in our local history than the one from the heights of Lewiston on a bright day, and a climb up the path over which these pioneers toiled is a trip well worth taking.

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BIBLIOGRAPHY OF HENNEPIN.

FRENCH. 1683. L'A.

Description de la Louisiane nouvellement decouverte au Sud' Oüert de la Nouvelle France, Par ordre du Roy. Avec la Carte du Pays: Les Moeurs & la maniere de vivre des Sauvages. Dediée a sa Majesté. Par le R. P. Louis Hennepin, Missionnaire Recollet & Notaire Apostolique.

(monogram of) A. A

A Paris, chez la Veuve Sebastien Hurs', rue Saint Jacques, à l'Image S. Jerôme, près S. Severin.

M. DC. LXXXIII.

Avec privilege du Roy.

Map by Guérard. Carte de la Nouvelle France et de la Louisiane Nouvellement decouverte dediée Au Roy l'an 1683. Par le Reuerend Pere Louis Hennepin, Missionnaire Recollet et Notaire Apostolique. Privilege granted Sept. 3, 1682, registered Sept. 10. Printing completed Jan. 5, 1683.

The map carries the Mississippi to below the mouth of the Illinois, but does not indicate the Ohio or Missouri. Pictures a tree bearing the French arms, and marks the spot near Lake Buade, and a church and "Missions des Recollets," near the Lake des Assenipoils. 12° pp. (12) 312.

FRENCH. 1684. L'A.

Copies of a second edition with the same notes as to printing, etc., but have on title, Apostolique, in a line by itself, and A Paris, Chez Amable Auroy, Proche la Fontaine S. Severin (monogram).

M. DC. LXXXIV.

The monogram A. A. on both editions is for Amable Auroy.

FRENCH. 1685. (?) L'A. *

La Nouvelle France, ou la Description de la Louisiane, connuë sous le nom de Misissipi. Nouvellement Decouverte par ordre du Roy.

Avec les Moeurs & la maniere de vivre des Sauvages, & les premieres habitations de nos François. Dediée a sa Majesté. Par le R. P. Hennepin, Missionaire Recollet & Notaire Apostolique,

(emblem)

Sur L'Imprimé à Paris

M D C

12° dedication pp. 2, and pp. 80. Paper covers. No maps or plates.

ITALIAN. 1686. L'A. *

Descrizione della Lvigiana. Paese nuouamente scoperto nel l'America Settentrionale, sotto gl'auspicij del Christianissimo Lvigi XIV. Con la Carta Geografica del medesimo, Costumi, e maniere di viuere di que'Seluaggi. Del P. Lvigi Hennepin Francescano Recolletto, e Missionario Apóstolico in questa Scoperta. Tradotta del Francese, e Dedicata al Reverendiss. P. D. Ludovico dè Conti Gverra Abbate casinense di S. Procolo di Bologna. In Bologna, per Giacomo Monti 1686. Conlicenza dè Superiori.

12° pp. 12. 396, with map. On pa. 2, is the Vidit and imprimatur.

VIDIT. D. Fulgentius Orighettus Clericus Regularis S. Pauli, & Rector Poenitentiariæ, pro Illustriss, & Reuerendiss. D. Ioseph Musotto Vicario Capitulari Bononiæ.

IMPRIMATUR. Fr Angelus Gulielmus Molus Vicarius Generalis S. Officij Bononiæ.

Then follows a Dedication by the translator Casimiro Freschot, dated Jan. 21, 1686. 10 pages.

DUTCH. 1688. L'A.

*

Engraved title. Ontdekking van Louisiania Door den Vader L. Hennepin. Benevens des Beschryving van Noord America door den Heer Denys. t' Amsterdam by Janten Hoorn over het Oude Heere Logement 1688.

Printed Title. Beschryving van Louisiania, Nieuwelijks ontdekt ten Zuid-Westen van Nieuw Vrankryk, Door order van den Koenig. Met de Kaarte des Landts, en een nauwkeurige verhandeling van de Zeden en manieren van leeven der Wilden. Door den Vader Lodewyk Hennepin, Recollet-sche Missionaris in die Gewesten, en Apostolische Notaris. Mitsgaders de Geographische en Historische Beschryving der Kusten van Noord America, Met de Natuurlijke Historie des Landts. Door den Heer Denys, Gouverneur Lieutenant Generaal voor Zijn Allerchristelijkste Majesteit, en Eigenaar van alle de Landen en Eilanden gelegen van cap de Camp-seaux tot aan cap des Roziers. Verceirt met Kopere Figuren. (ornament) t Amsterdam, by Jan ten Hoorn, Boekverkooper over 't Oude Heeren Logement, in de Histori-Schryver. A. 1688. 4° Engraved title, pp. (4.) 158. (5) map, 6 plates pp. (4.) 200. (4.) The map is entitled "Kaart van Nieuw Vrankryk en van Louisiania."

FRENCH. 1688. L'A.

*

(The title same as in No. 1, down to A'Paris, then add,) a Roman q. in Apostolique. Chez Amable Auroy, rue Saint Jacques a l'Image S. Jerôme, attenant la Fontaine S. Severin. M. DC. XXXVIII. Avec Privilege dy Roy.

12mo. pages as in No. 1. After privilege, "Achevé d'imprimer pour la seconde fois, le 10. Mars. 1688. De l'imprimerie de Laurent Rondet. Map.

GERMAN. 1689. L'A.

*

Beschreibung der Landschafft Lovisiana welche auf Befehl des Königs in Frankreich, neulich gegen Südwesten Neu Frankreichs in America entdecket worden. Nebenst einer Land-Carten und Bericht von den sitten und Lebens-Art der

Wilden in Selbiger Landschaft. In Französischer Sprache heraus gegeben durch P. Ludwig Hennepin Mission. Recoll. und Notarium Apostolicum. Nun aber ins Teutsche übersetzt. (Ornament.) Nürnberg In Verlag Andreas Otto. 1689.

18° pp. 425. 2 maps.

Louisiana ends on page 352, then another title.

Beschreibung einer sonderbaren Riese etlicher bisher noch unbekannter Länder und Völcher im Mitter-nächtigen America, welche 1673. durch P. Marquette S. J. und Herrn Jolliet verrichtet worden. Aus dem Französischen ins Teutsche übersetzt. Nurnberg 1689. Map.

GERMAN. 1690. L'A.

Neue Entdeckungen vieler sehr grossen Landschaften in America zwischen Neu Mexico und dem Eis-Meer gelegen, übersetzt von J. G. Langen. Bremen. 1690.

ITALIAN. 1691. L'A.

An abridgment of the Bologna edition of 1686, and was printed in 1691, in the "Il Genio Vaganti," at Parma, Italy, with a map entitled "Nouva Francia l Luigiana."

GERMAN. 1692. L'A.

Same title as German 1689. Nurnberg, Andreas Otto, 1692. 18°. pp. 427. Map.

FRENCH. 1697. N. D.

Engraved Title. Nouvelle Decouverte d'un tres grand Pays Situé dans l'Amerique Par R. P. Lovis de Hennepin. a Utrec chez Guiliame Broedelet.

Printed Title. Nouvelle Decouverte d'un tres grand Pays Situé dans l'Amerique, entre Le Nouveau Mexique, et la Mer Glaciale, Avec las Cartes, & les Figures necessaires, & de plus l'Histoire Naturelle & Morale, & les advantages, qu'on en pent tirer par l'établissement des Colonies. Le tout dedie à Sa

Majesté Britannique. Guillaume III. Par le R. P. Louis Hennepin, Missionnaire Recollect & Notaire Apostolique. A. Utrecht. Chez Guillaume Broedelet, Marchand Libraire.

MDCXCVII

12° pp. (70) 1-312, 10 pp. marked 313,* 313-506. 2 Maps and 2 plates, Niagara, and the buffalo.

This work begins with *Epistre Dedicatoire* 23 pp., *Avis au Lecteur*, 26 pp. *Table de Chapitres*, 19 pp. The text begins with some general remarks, and biographical details, followed by a description of Louisiane to page 200, when transcriptions are taken from *Le Clercqs Etablissement de la Foi*. From page 249 to 312, is an account of a voyage down the Mississippi. From page 313 to finish is in different type from the preceding, the chapter heads having Arabic figures, while the earlier portion have Roman numerals. The head lines also differ, being *NOUVELL DÉCOUV.* before page 313, and *NOUVEL DÉCOUV.* after. The spacing, etc. is different, tending to show, as some writers suggest, that this later matter was set up by different hands and in a different place or office. The type on last page is smaller than the body of the work. The map continues the river Mississippi to the Gulf. The name of the Missouri is written *Otenta*. Places the *Chiquaka* on the river *Tamara* below it, and the *Akansa* on the river *Ouma*, and to two rivers below, on the west, gives the names of *Hiens* and *Sablonniere*, and omits the tree with the arms of France.

FRENCH. 1698. N. V. *

Nouveau voyage d'un Pais plu grand que l'Europe. Avec les reflections des enterprises du Sieur de la Salle sur les minies de St Barbe &c. Enrichi de la Carte, de figures expressives, des moeurs, & manieres de vivre des Sauvages du Nord; & du Sud, de la prise de Quebec Ville Capital la de Nouvelle France, par les Anglois, & des avantages qu'on peut retirer du chemin recourci de la Chine & du Japon, par le moien de tant de Vastes Contrées & de Nouvelles Colonies. Avec approbation & dedié à sa Majesté Guillaume III. Roy de la Grande Bretagne par le R. P. Louis Hennepin, Mission-

aire Recollect & Notaire Apostolique. A. Utrecht Chez Antoine Schouten, Marchand Libraire 1698.

8° pp. (70.) (2.) 389. 4 plates, 1 map. This edition has the star pages, similar to the edition of 1697, but is uniformly printed as regards the headings.

GERMAN. 1698. N. V. *

Neue Reise Beschreibung durch viele Lander weit grosser als gantz Europa die nenlichst zuichen Neu Mexico und dem Eiss Meer in America entdecket worden. Worinn enthalten eine besondere beschreibung der Lander Sitten und Gawohnheiten der wilden Volcker in dem Sud und Norder Theil der neuen Welt, und was für Vorthail man aus der Auffrichtung neuer Colonien in diesen Landern schopffen konnte; Wie auch eine Anweisung, durch einen Kurzern Weg als bisher ohne Pasfrung der Equinoctial-Linie nach China und Japan zu Kommen. Uebst einer genauen Erzehlung von dem unterfrangen des Herne von Salle auff die Gold-Minen zu St Barbe, imgleichen von der Groberung der Stadt Quebeck in Canada burch die Engellander.

In Franzofischer Sprache beschreiben, und mit Genehmhaltung Sr Konigl Majest. von Gross Britannien Wilhelm III. unterthanigst uberreichet von R. P. Ludovico Hennepin, Missionario der Recollecten und Notario Apostol. Ins Teutsche uberserset von M. J. G. Langen, Candid Theol.

Bremen.

In verlegung Phil. Gottfr. Saurmans.

1698.

Dedicated to Einer Excellenz dem Herren Weippert Ludwig Fabricio, Einer Hochfurstl Durchl. zu Brannschweig und Lüneburg, wureklich geheimbten Kathe, Vice Canzlern und Hochbetrauten Ministro.

18° dedication (4) (2.) (9.) (26.) 2 blank leaves. 288. Should have maps and plates.

DUTCH. 1698. N. V. *

Engraved Title. Reyse door Nieuwe Ondecte Landen.

Printed Title. Aenmerckelycke Historische Reys Beschryvinge Door verscheyde Landen veel grooter als die van geheel Europa onlanghs ontdeekt. Behelsende een nauwkeurige Beschrijvinge van de gelegentheyd, natuur, en vrugtbareheid, van't Zuyder, en Noorder geedelte van America; mitsgaders de gedaente, aerd, manieren kledingen, en't geloove der talrijke Wilde Natien, aldaer woonende. Het beleg en verovering van Quebec, de Hoofstad van Canada, door de Engelschen. De gewigtige aenmerkingen op de onderneming van de Heer de la Salle, op de Goud-Mijnen van St. Barbara, met veel meer andere waeragtige en seldsame geschiedenissen. En in't besonder de aenwijzingen om door een korten wegh sonder de Linie Equinoctiael te passeeren, na China en Japan te komen; en de goote voordeelen die men hier door, als mede door de nieuwe Volckplantingen in dese vrugtbare Landen sou Konnen trecken. Alles met een nette Kaert tot dese aenwijzingen nodig, en kopere Platen verciert. Met Approbatic van Wilhelmus den III. Koningh van Groot-Britanie. En aan deselve sijne Majesteyt opgedragen door Lodewyck Hennepin, Missionaris Recollect, en Notaris Apostolick.

Tot Utricht, By Anthony Schouten 1698.

4° pp. (28) 142. Last page misprinted 242. (18.) 4 plates and map, "Carte d'un Nouveau Monde entre le Nouveau Mexique et la Mer Glaciale. Gasp. Bouttats fecit.

FRENCH. 1698. N. D. *

Nouvelle Découverte d'un très grand Pays Situé dans l'Amerique entre Le Nouveau Mexique et la Mer Glaciale, Avec les Cartes, et les Figures necessaires, et de plus l'Histoire Naturelle et Morale, et les avantages qu'on en pent tirer par l'establissement des Colonies. Le tout dedie Missionnaire Recollect & Notaire Apostolique. A. Amsterdam, Chez Abraham van Someren. MDCXCVIII.

12° pp. (70.) 506. Engraved title.

ENGLISH. 1698. N. D. or Combination.

A new Discovery of a Vast Country in America, extending above Four Thousand Miles, between New France and New

Mexico; with a Description of the Great Lakes, Cataracts, Rivers, Plants, and Animals. Also, the manners, Customs and Languages of the several native Indians; and the advantage of Commerce with those different Nations. With a Continuation, Giving an Account of the Attempts of the Sieur de la Salle upon the mines of St Barbe &c.

The Taking of Quebec by the English; with the Advantages of a Shorter Cut to China and Japan. Both parts illustrated with maps, and Figures, and Dedicated to his Majesty K. William. By L. Hennepin now resident in Holland. To which are added Several New Discoveries in North America not publish'd in the French Edition. London, Printed for M. Bentley, J. Tonson, H. Bonwick, T. Goodwin, and S. Manship. 1698.

8° Engraved and printed Titles. pp. (20) 299; pp. (32). 178. (2). 2 maps, 7 plates. This is the first English Edition.

ENGLISH. 1698. N. D. Combination. *

Similar Titles, with this difference. That *H. Bon* is imprinted on one line, and *wick*, follows on the next.

8° pp. (20) 243. (32) 228. 2 maps, 7 plates. Apparently not a reprint of the preceding, as in the "Continuation," it reads: "Men ought to be satisfy'd." Again, there are two Chapters numbered XXII. and this edition has 385 pages.

ENGLISH. 1698. N. D. Combination.

Same title as first edition. Otherwise apparently as No. 2, but without the error in numbering of two chapters XXII.

ENGLISH. 1699. N. D. Combination.

Same title as first edition; but the imprint reads, London, Printed for Henry Bonwicke, at the Red Lion, in Saint Paul's Church Yard 1699.

8°. Engraved and printed Titles. pp. (20) 240. (24) 216. 2 maps, 6 plates.

In this edition the Continuation begins thus: "Reason ought to rule Men in all cases," etc. And on the title, reads

at the Red Lyon, etc., and without the error in numbering of chapter XXII.

GERMAN. 1699. N. D. *

Neue Entdeckung vieler sehr grossen Landschaften in America zwischen Neu-Mexico und dem Eyss-See gelegen welche bishero denen Europdern noch unbekand gewesen und an Grosse ganz Europa ubertressen. Bie auch eine dollige Beschreidhung des erschredlichen Wasser: Falles von Niagara, welcher der grosste in der ganzen Welte iet, und des grossen Flusses Meischchappi, so in einer Lange von sechss Meisstenburch diese Lander flieffet, nemlich von dessen Ursprung biss zu seiner: Ergieffung in den Golf von Mexico Ingleichen der wilden Einwoner Barbarischen Manieren und Lebens-Ahart, sambt vielen Seltenheiten.

Er Gross-Britannis, Maj. Wilhelm dem III., in Frankosis. Sprache uberrichtet und beschriben von R. P. Ludovv Hennepin, Misonario Recollect & Notario Apostol.

Ins Deutsche ubersetz buch.

M. J. G. Langen C. Th.

Mit Land-Charten und Kupffer Figuren.

Bremen.

In verlegung Philip Gottfr Saurmans, Buchh 1699. 18 .

SPANISH. 1699. N. D. *

Relacion de un Pais que nuevamente se ha descubierto en la America Septentrional de mas estendido que es La Europa. Y que saca à luz en Castellano, debajo de la proteccion de el Ex^{mo}. Sr. Duque de el Infantado, Pastrana, &c., el Sargento General de Batalla Don Sebastian Fernandez de Medrano, Director de la Academia Real y Militar de el Exercito de los Países Bajos. Emblem.

En Brusselas,

En Casa de Lamberto Marchant,

Mercader de Libros.

M. DC. XCIX.

12° pp. (2.) dedication to Senr. Don Juan De Dios, etc Prologo, pp. (4.) 86. Map and 2 plates, one armorial representation: the other representing Europe, Asia, Africa, and America by figures, supporting the globe, etc.

DUTCH. 1699. N. D. *

Nieuwe Ontdekkinge Van een groot Land, gelegen in America, tusschen nieuw Mexico en de Ys-Zee. Behelzende de gelegenheid der zelve nieuwe ontdekte Landen: de Rivieren en groote Meeren in't zelve. En voor al van de groote Rivier Meschasipi genaamd. De Kolonien die men by de selve tot voor deel van dezen Staat, zo ten opzichte van den Koophandel, als tot verzekeringe der Spaansche Gond-Mijnen, zon Konnen oprechten. De uitnemende vruchtbaarheid van't Land; overvloed der Visschen in den Rivieren. De gedaanten, imborst, geloove en oeffennigen der Wilden aldaar woonende. De vreemde Dieren in haare Bosschen en velden. Met een Korte aanmerkinge over de zo genaamde Straat Aniam; en't middel om door een korteweg zonder de Linie Aequinoctiaal te passeeren, na China en Japan te Komen met veele curiense dingen meer. Alles met goede Kaarten tot deze aanwijzinge nodig, en met Kopere Plaatens verciert. Met goed-vindinge van den Koning van Engeland Wilhelmus den III. In't licht gegeven: En aan de Zelve zijne Majestrit opgedraagen, door Lodewyk Hennepin, Missionaris Recollect en Notaris Apostoliek. Tot Amsterdam, by Abraham van Someren. 1699.

4° pp (26) 220. (14). 2 maps, 2 plates. The map is entitled "Carte d'un tries grand pais. Chez A. van Somerin à Amsterdam" Amerique Septentrionalis. I. V. Vianen, fecit.

DUTCH. 1702. N. D. *

Printed Title. Nieuwe Ontdekkinge in America Gedan Door L. Hennepin, t Amsterdam By Andries van Damme, Bockverkoper 1702.

Printed Title. Nieuwe Ontdekking van een groot Land, gelegen in America, tusschen nieuw Mexico en de Ys-Zee.

Behelzende de gelegenheid der zelve nieuw ontdekte Landen, de Rivieren en groote Meeren, en voor al de groote River Meschasipi genaamd: de Colonien die men by de selve tot verzekeringe der Spaansche Gond-Mijnen, zon kunnen oprechten: d'uitneemende vruchtbaarheid van't Land: overvloed der Visschen in de Rivieren: gedaante, inborst, geloove, en oeffeningen der Wilden aldaar woonende: de vreeinde Dieren in haare Bosschen en Velden, &c. Met een korte aanmerkinge over de zo genaamde Straat Aniam; en't middel om door een Korte weg, zonder de Linie Aequinoctial te passeeren, na China en Japan te komen. Alles met goede Kaarten tot deze aanwijzinge nodig, en met Kopere Platen vercierd. Door Lodewyk Hennepin, Missionaris Recollect en Notaris Apostolick. Benevens een Aanhangsel, behelzende een Reize door een Gedeelte van de Spaansche West-Indiën, en een Verhaal van d'Expeditie der Franschen op Cartagena Door L. (ouis) de C. (apin). Emblem. Tot Amsterdam by Andries van Damme, Boekverkooper op't Rokkin bezyden de Beurs 1702.

8° pp. (11.) (13.) 220. (14). 2 maps, 2 plates. Annhangsel. 1 plan, 47.

DUTCH. 1704. N. D.

Printed Title. Aenmerkelyke voyagie Gedaan na't Gedeelte van Noorder America, Behelzende een nieuwe ontdekkinge van een seer groot Land, gelegen tusschen Nieuw Mexico en de Ys-Zee. Vervattende de gelegenheid der nieuw ontdekte Landen: de Rivieren en groote Meeren in't zelve. En voor al van de groote Rivier Meschasipi genaamd. De Colonien die men by de selve tot voordeel van dezan Staat, zo ten opzichte van den Koophandel, als tot verzekeringe der Spaansche Gond-Mijnen, zon kunnen oprechten. De uitnemende vruchtbaarheid van't Land: overvloed der Visschen in de Rivieren. De gedaanten, inborst, geloove en oeffeningen der Wilden aldaar woonende. De vreemde Dieren in haare Bosschen en Velden. Met een Korte aanmerkinge over de zo genaamde Straat Aniam; en't middel om door een korte weg zonder de Linie Aequinoctial te passeeren, na

China en Japan te komen met veele andere bysonderheden meer. Door Lodewyk Hennepin, Missionaris Recollect en Notarius Apostolick. Desen laatsten Druk is niet alleen verciert, met noodige kaarten maar ook met verscheide Koperse Print-verbeeldingen, voyt te voorem soo gesten. Emblem.

Te Leyden, By Pieter van der Aa. 1704.

8° pp (8) (12) 219. (13.)

DUTCH. 1704. N. D.

Aanmerkelyke voyagie gedaan na't gedeelds van Noorder America, behelzende een nieuwe ontdekkinge van een seer grootland, gelegen tusschen Nieuw-Mexico en de Ys-zee, &c. (Same as edition of 1704, with imprint of Pieter van der Aa.) Rotterdam: Barent Bos. 1704.

12° pp (22) 200. (14). 2 maps, 6 plates.

FRENCH. 1704. N. D.

Voyage Curieux Du R. P. Louis Hennepin, Missionaire Recollect, & Notaire Apostolique, Qui contient une Nouvelle Decouverte D'un Tres-Grand Pays, situé dans l'Amerique, Entre le Nouveau Mexique & la Mer Glaciale, Avec Toutes les particularitez de ce Pays, & les avantages qu'on en peut tirer par l'establissement des Colonies, enrichi de Cartes & augmenté de quelques figures entaille doncce necessaries. Outre cela on a aussi ajoûté ici un Voyage Qui contient une Relation exacte de l'Origine, Mœurs, Coutumes, Religion, Guerres & Voyages des Caribes, Sauvages des Isles Antilles de l'Amerique, Faite par le Sieur De La Borde, Employé à la Conversion et des Caribes, Et tirée du Cabinet de M. Blondel. A La Haye, Chez Jean Kitto, Marchand Libraire, dans le Spuy-straet. 1704.

12mo. Two titles, one engraved, one printed. pp (32) 604. (32). 2 maps, 6 plates.

FRENCH. 1704. N. D. *

Same titles, with the imprint A Leide: Chez Pierre van der Aa. M D CC IV.

FRENCH. 1704. N. D. *

Voyage on Nouvelle Découverte d'un très grand pays, dans l'Amerique entre le Nouveau Mexique et la Mer Glaciale. Par le R. P. Louis Hennepin, Avec toutes les particularitz de ce Pais, & de celui connu sous le nom de La Louisiane; les avantages qu'on en peut tirer par l'establissement des Colonies enrichie de Cartes Geographiques. Augmenté de quelques figures en taille douce. Avec un voyage Qui contient une Relation exacte de l'Origine, Moeurs, Coutûmes, Religion, Guerres & Voyages des Caraïbes, Sauvages des Isles Antilles de l'Amerique, Faite par le Sieur de la Borde, Tirée du Cabinet de Mousr Blondel. Emblem. A Amersterdam, chez Adriaan Braakman. MDCCIV. Marchand Libraire près le Dam.

12°, pp (34) 604. (32) 493. Printed 293. 2 maps, engraved and printed titles, plates and maps.

Besides the plates of the Falls of Niagara, the Buffalo, the Monstrance, taking goods from a Cachè, the view of the building of the "Griffon" appears for the first time, as an engraving. Hennepin ends at page 516, and then the "Voyage qui Content," ending at page 604.

FRENCH. 1711. N. D. *

Voyages Curieux et Nouveaux de Messieurs Hennepin & De la Borde, Ou l'on voit une Description très Particuliere, d'un Grand Pays dans l'Amerique, entre le Nouveau Mexique, & la Mer Glaciale, avec une Relation Curieuse des Caraïbes Sauvages des Isles Antilles de l'Amerique, leurs Moeurs, Contemes, Religion &c. Le toute accompagné des Cartes & figures necessaires. Emblem. A Amsterdam, Aux depens de la Compagnie. MDCXI.

12°. Title oblong, and printed. Same misprint, 293 for 493.

FRENCH. 1712. N. D. *

Voyage ou Nouvelle Découverte d'un très grand Pais, dans l'Amerique entre la Nouveau Mexique et la Mer Glaciale.

Par R. P. Louis Hennepin. Avec tous les particularitez de ce Pais, & de celui connu sous le nom de la Louisian qu'on en peut tirer par l'establissement des colonies enrichie des cartes Geographiques. Augmenté de quelques figures en taille douce avec un voyage qui contient une relation exacte de l'Origine, Moeurs, Coutumes, Religion, Guerres et voyages des Caraïbes, Sauvages des Isles Antilles de l'Amerique. Faite par le Sieur de la Borde. Tirce du Cabinet de Mousr Blondel. Emblem. Amsterdam, chez Jacques Desbordes, Libraire vis-à-vis, la Grande Porte de la Bourse. 1712.

12°. Title, dedication (11.) avis au lecteur (13) table (9) pp 604. Table de matières 32. Map, 6 plates.

GERMAN. 1720. N. D. *

Aussführliche Historische und Geographische Beschreibung dess am dem grossen Flusse Mississipi in Nord America gelengen herrlichen Landes Louisiana: In welches die neu-aufgerichtete Franzosieshe grosse Indianische Compagnie Colonien zu sebicken augesangen: worbed zugleich Reflexionen über die weitbinans schende Deffeins gedachter compagnie, und des darnber ent standen action. Handelserdffnet werden.

Dritte auslag mit neuen Benlagen und Anmerchnugen per-mehner. Leipsiz 1720.

12° pp (2) 80. Map of Lovisiana am Fluss Mississipi, with a cut of "Der Compagnie Wappen."

FRENCH. 1720. N. D. *

Relations de la Louisiane et du Fleuve Mississipi, ou l'on voit l'etat de ce grand Pais & les advantages qu'il peut produire &c.

A Amsterdam. Chez Jean Frederich Bernard.

M D CC XX.

ENGLISH. 1720. N. D. *

A Discovery of a Large, Rich and Plentiful Country in the North America; extending above 4000 Leagues. Wherein,

By a very short Passage, lately found out, thro' the Mer-Bar-
mejo into the South Sea; by which a considerable Trade
might be carry'd on, as well in the Northern as the Southern
Parts of America. London: Printed for W. Borcham, at
the Angel in Pater-Noster Row.

8° pp (2.) pp 24, then comes 17 to 22 inclusive. (2) list of
new books by W. Borcham.

FRENCH. 1720. L'A. *

La Nouvelle France, on la description de la Louisiane,
connuë sous le nom de Mississipi, nouvellement découverte par
ordre du Roy. Avec les meurs et la manière de vivre des
Sauvages, et les premieres habitations de nos Francois. A
Paris. Chevelier Bon Repos.

12°. pp: 5-89-80.

DUTCH. 1722. N. D.

Nieuwe Ontdekking, van groote Lande in Amerika, tuss-
chen Nieuw-Mexico en de Ys-Zee. (Same as the Edition of
1702, to the word Capin.) Met Kaarten en Kopere Plaat.
Amsterdam 1722. 4to.

FRENCH. 1725.

D'un Pays Plus grand qui l'Europe situé dans l'Amerique
(Vol. 5, 3d Ed.)

Amsterdam. Chez Jean Frederich Bernard. 1725.

FRENCH. 1727. N. D. *

Decouvert d'un Pays plus grand que l'Europe, situé dans
l'Amerique entre le Nouveau Mexique & la Mer Glaciale.
Tome V. A Amsterdam Jean Frederich Bernard.

12° pp (2.) 464 (10.) map.

FRENCH. 1727. N. D. *

Nouvelle Découvert D'un Pays plus grand de l'Europe,
situé dans l'Amerique. A Amsterdam, chez Jean Frederich

Bernard. Printed in Vol II. Garcilaso de la Vega, Historie des Incas.

4° pp. 48. (3).

FRENCH. 1734. N. V.

Voyage en un Pays plus grand que l'Europe, entre la Mer Glacial & le Nouveau Mexique. Par le P. Hennepin; Printed in Recuil de Voyages au Nord, contenant Divers Memoires très utiles au commerce & à la Navigation. Tome V. Troisième Edition augmente d'un Relation.

A Amsterdam chez Jean Frederich Bernard.

MDCCXXXIV.

12° pp. 197. 370.

FRENCH. 1737.

Same title, and published as N. D. of 1727.

FRENCH. 1737 and 1738.

Same title, and published as N. D. of 1727.

GERMAN. 1739. N. D.

Neue Reise Beschreibung nach America, und derer bisher noch unbekandten Lande und Völcker, vornemlich von der Landschaft Lovisiana, und den Sitten und Lebens Art der Wilden in selbiger Landschaft. Aus dem Französischen übersetzt und mit Kupfern geziert.

Nürnberg, Im Verlag Christ. Fried. Feisze. 1739.

18°, pp 425. 2 maps.

GERMAN. 1742. N. D. *

Reisen und seltsahme Begebenheiten; Oder sonderbare Entdeekung vieler sehr grossen Länder in America. Welche biszhero noch unbekannt gewesen, und an Grosse ganz Europa übertressen, aus dem Franzosischen überertzt. Mit Land-charten und Kupfern.

Bremen, bey Nathanael Saurmann. 1742.

18° pp (20) 382. 2 maps, and plate of the Falls of Niagara. Maps dated Bremen, 1698 and 1699 respectively.

1804

Andrew Ellicott's Journal, published in 1804. In the preface speaks of Hennepin and La Salle, also quotes from the London edition of 1698.

1812.

In Major Amos Stoddard's "Sketches of Louisiana," Phila. 1812, pp 15 to 24, in a historical description of Louisiana, gives extracts from Hennepin's work. 8vo.

1820.

*

In volume I of "Archoeologia Americana," published at Worcester, Mass., pp 61 to 104, inc., extracts are made from "New Voyage," etc., and is the first paper in the volume. 8vo.

1834.

*

A Manual for the use of Visitors to the Falls of Niagara, etc., by Joseph Wentworth Ingraham. Buffalo, N. Y., Charles Faxon. Pa. 18. 18°.

1835.

*

A Guide to Travelers visiting the Falls of Niagara, by Horatio A. Parsons. Pa. 52. 2d Edition. Buffalo, N. Y., O. G. Steele. 18°.

1836.

*

The Book of Niagara Falls, by H. A. Parsons. Pa. 52. 3d Edition. Buffalo, N. Y., O. G. Steele. 18°.

1838.

*

The Tourist, or pocket Manual for travelers, etc. New York. Pa. 56. 18°.

1839.

*

The Falls of Niagara, or travelers guide, etc., by Samuel De Veaux. Buffalo, N. Y. Pa. 29. 18°.

1840. *

Steele's Book of Niagara Falls. Buffalo, N. Y., O. G. Steele. Pa. 54. 7th Edition. 18°.

1841. *

The Travelers own Book, etc. Buffalo, N. Y. Faxon & Read. Pa. 113. 18°.

1842. *

Pictorial Guide to the Falls of Niagara, etc., by J. W. Orr. Buffalo, N. Y. Salisbury & Clapp. Pa. 201. 18°.

1844. *

Every Man his own Guide to the Falls of Niagara, by T. G. Hulett. 4th Edition. Buffalo, N. Y. Faxon & Co. Pa. 11. 18°.

1845. *

Pictorial Guide to the Falls of Niagara, etc., by J. W. Orr. Buffalo, N. Y. Salisbury & Clapp. Pa. 201. 18°.

1845. *

Description of Niagara, from various sources, etc., by William Barham. Gravesend, England. Pa. 86. 4to.

1845. *

Travels in North America in the years 1841-42, by Charles Lyell, F. R. S. Vol. 1. pa. 28. With a fac-similie view of the Falls, from edition of 1697. New York. Wiley & Putnam. 12°.

1848. *

Steele's Book of Niagara Falls, etc. Buffalo, N. Y. Oliver G. Steele. Pa. 56. 12°.

1848. *

Niagara, a Poem, by Rev. C. H. A. Bulkley. New York. Leavitt, Trow & Co. Pa. 136. 8°.

1849. *

Pioneer History of the Holland Purchase, by O. Turner. Buffalo, N. Y. Pp. 134. 193. 4. 4to.

1850.
Minnesota Historical Collections. Vol. 1, pp. 302, 313. 4to.

1850. *
New Guide Book of Niagara Falls, for Strangers, by Geo. H. Hackstaff (editor of the "Iris," of Niagara). Niagara Falls, N. Y. Pa. 29. 12°.

1851. *
Louisiana, its Colonial History and Romance, by Charles Gayarre. New York. Pp. 29, 35. 4to.

1851. *
History of the Pioneer Settlement of Phelps and Gorham Purchase, by O. Turner. Pp. 24, 29. 4to.

1851. *
New Guide Book of Niagara Falls, for Strangers, by Geo. H. Hackstaff (editor of the "Iris," of Niagara). Niagara Falls, N. Y. Pa. 29. 12°.

1851. *
Peck's Tourist's Companion to Niagara, etc. Buffalo, N. Y. W. B. & C. E. Peck. Pa. 135. 12°.

1852. *
History of Buffalo, by Chas. P. Dwyer. Hall & Mooney. Pp. 11, 16. 8°.

1852. *
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1852. *
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1856.

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1862.

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1863.

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1868.

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1869.

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1871.

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1876.

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1878.

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1879.

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1880.

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1880.

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1880.

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1884.

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1885.

The Complete Illustrated Guide to Niagara Falls and Vicinity. Pa. 11. 12°.

1885.

Tugby's Illustrated Guide to Niagara Falls, etc. Niagara Falls. Thomas Tugby. Pa. 40. 12°.

1885.

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1885.

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1887.

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Niagara and Beyond. Michigan Central R. R. Co. Rand, McNally & Co., Chicago, Ill. Pp. 105. Pa. 103, Hennepin View. 4to.

Travels in America. Dem. Review, 5: 190, 381.

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1891.

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Dernieres découvertes dans l'Amerique septentrionale de M de La Salle, Mises au jour par M Le Chevalier Tonti Gouverneur du Fort Saint Louis aux Illinois. Emblen. A Paris au Palais, chez Jean Guignard, à l'entrée de la Grand Salle, a l'image Saint Jean. M. DC LXXXVII. Avec Privilege du Roy.

Pp 1. 2. 333. 15. 6. 12⁷.

ENGLISH. 1698.

An account of Monsieur de La Salle's last expedition and discoveries in North America. Presented to the French King and published by Chevelier Tonti, Governor of Fort Saint Louis in the Province of the Illinois. Made English from the Paris original. London, published for J. Tonson at the Judges Head, and S. Buckly at the Dolphin in Fleet Street, and E Knaplock at the Angel and Crown in Saint Pauls Church Yard. 1698.

12². pp 211. 44.

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Journal Historique du dernier voyage que feu M. de la Salle fit dans le Golfe de Mexique, pour trouver l'embouchure, & le cours de la Riviere de Missicipi, nommée à present la Riviere de Saint Louis, qui traverse la Louisiane. Où l'on voit l'Histoire tragique de sa mort, & plusieurs choses curieuses du nouveau monde. Par Mousieur Joutel, l'un des Compag-

nons de ce Voyage, redigé & mis en ordre par Monsieur De Michel. Embleme. A Paris, chez Estienne Robinot, Libraire, Quay & attenant la Porte des Grands Augustins, à l'Ange Gardien. M D C C XIII. Avec Approbation & Privilege du Roy.

12°. Lecture and approbation (28) License to publish (3). Preface (10) 371. Table (5.) Original large folding map, with a cut of the Falls of Niagara in the upper left hand corner.

ENGLISH. 1714.

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A Journal of the last voyage performed by Monsr de la Salle, to the Gulph of Mexico, to find out the mouth of the Missisipi River; containing an account of the settlements he endeavour'd to make on the Coast of the aforesaid Bay, his unfortunate Death, and the Travels of his Companions for the Space of Eight Hundred Leagues across that Inland Country of America, now call'd Louisiana, (and given by the King of France to M. Crozat,) till they came into Canada.

Written in French by Monsieur Joutel, a Commander in that Expedition; and Translated from the Edition just publish'd at Paris, with an exact map of that vast Country, and a Copy of the Letters Patents granted by the K. of France to M. Crozat. London, Printed for A. Bell at the Cross-Keys and Bible in Cornhill, B. Lintott at the Cross-Keys in Fleet street, and J. Baker in Pater-Noster Row, 1714.

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1858.

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Voyages and enterprises pour feu M Robert Cavalier Sieur de la Salle, etc. A'Mante, De La Presse Cramoisy de Jeanmarie Shea. Translation of same in Shea's Early Voyages. Albany, 1861. Pp. 13, 42.

1859.

The Devil's Hole, with an account of a visit made to it in 1679; by Robert Cavalier de la Salle, to which is added a

memoir of the life of La Salle, by Nelson Colt. 4th Edition. Niagara City. Printed by N. T. Hackstaff, at the Herald Office. 1859. 18°. Pp. 16.

1879. *

The Bursting of Pierre Margry's La Salle Bubble, by John Gilmary Shea. (Reprinted from the New York Freeman's Journal.) New York. T. B. Sidebotham, printer, 28 Beekman St. Pamphlet. 24 pp.

1889. *

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This monument was erected at the expense of the Hon. Lambert Tree, late minister to Brussels and St. Petersburg.

FRENCH. 1889. *

Le Vieux Lachine et le Massacre du 5. Aout 1689. Conference donnée devant la paroisse de Lachine, le 6 Aout 1889. par Désiré Girouard, Conseil de la Reine, docteur en Droit, député. Montreal. Cie d'Imprimerie et de Lithographie Gebhardt. Berthiaume, No. 30, rue St Gabriel. Pp. 76. Illustrated. 1889. Map.

ENGLISH. 1890. *

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Account of American Indians. Mag. Am. His., 2: 238.

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- Mississippi. De Bow, 22: 13.
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- Expedition of. (F. Parkman.) *N. Am.* 125: 427.
- Exploration Miss. *M. Am. His.*, 2: 551.
- Last Expedition. *West. M.*, 1: 507.
- Life of. (J. Sparks.) *Sparks' Am. Biog.*, 11: 1.
- Memoir to Frontenac, 1680. *His. Mag.*, 5: 196.
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POSTSCRIPT.

Since the above has been put in type the undersigned has disposed of his entire *Niagarana*, which includes all works quoted as being in his possession in the above list, besides views, maps, guide books, and other historical matter relating to the Falls and its vicinity, to Mr. Peter A. Porter, of Niagara Falls, N. Y.

It is with regret that he parts with his collection, for it has been to him a source of great enjoyment, and as an offset to the cares of business; but he is compensated in a degree by knowing that it is now in the hands of an enthusiast, and who is also a descendant of one of the first proprietors of the site of Niagara Falls, on the American side.

As the writer and late owner is now free to express himself, he assures the reader that, with the collection owned by Mr. Porter at time of purchasing, he has now, without exception, as far as the writer's knowledge extends, the most complete and unique collection of this kind in existence, and it is at the place where it properly belongs, and where it is to be hoped it will always remain.

CYRUS K. REMINGTON,

493 Prospect Avenue.

BUFFALO, N. Y., July 15th, 1891.